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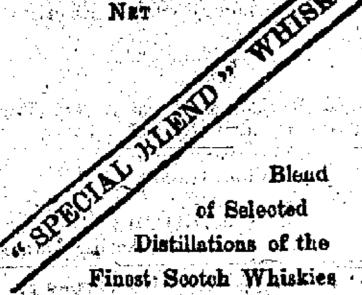
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MARRIAGE.

On the 2nd September, at St. John's Cathedral, by the Rev. F. T. Johnson, JOHN JACKSON, gon of SIDERY JACKSON, of Longfield, Carrickmacross Co. Monaghan, to Elsie, daughter of Dr. Stock-WELL DUNWICH, Brichane.

Hongkong Office: 14, Des Vædx Road Cl LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 3rd September, 1902.

WE learn that notwithstanding that all the preliminaries as to the scope and composition of the Conservancy Board for Shanghhi were discussed prior to the signing of the Protocol of 1901, and that it was presumed that everything was definitely arranged, there have been considerable difficulties in bringing about the conclusion of the whole. More than one cause is, we believe, responsible for the delay, which, although mainly, is not entirely due to the obstruction of the Chinese Government. As usually happens in such cases the chief objectors are not to be found in the ranks of the greater Powers nominally at least, but are supposed to be found amongst one or two of the nations whose commercial interests in the trade of the port are by comparison small cannot be said that this is by any means satisfactory, but under the present system of international intercourse, where each individual, whatever its ability or position, claims an equal voice, it is difficult to see how these recurring deadlocks are to be ayoided or parried. All these things are the more regrettable masmuch as they give the Chinese Government, always on the look-out to take advantage of any apparent rift in the harmony of the other Powers, just the opportunity it desires to give effect to its favourite reactionary policy.

The main objection put forward by the rapidly leaving her. Ships were growing Government at Peking, and, we are sorry to say, acquiesced in or even actually supported by the whole force of the Imperial Maritime Customs, if not indeed actually

instigated by the Inspector General, is that | ago, when yielding to outside clamour, the the entire control of a work essentially Government felt itself compelled to appoint local should be carried out with local' a Royal Commission to take into considerafunds by a body locally elected. We need | tion the whole subject. That Commission hardly point out that the result of such a has just made its report, and it is curious system of centralisation as has hitherto to observe that it has joined in a recommenprevailed, in China as elsewhere, has been total and absolute failure. Neither China. as an Empire, nor the Maritime Customs, as a strongly centralised body, is perhaps individually or collectively to blame; but the fact remains, and only confirms what has been remarked everywhere else. It is instructive to turn to England and notice the different methods which have there hitherto prevailed of meeting the difficulties connected with keeping open or improving the numerous harbours along the coast. supply The rule prevailing is that the authority immediately, or most immediately concerned, has full powers in everything touching the harbour and approaches; that is to say that where the chief use is for Imperial purposes the Government takes control, and where for ordinary trading purposes local boards of varying composition and powers are entrusted with the entire management. Of course harbours whose use is for war purposes, as Portsmouth and the Medway, are entirely cared for by the Government, but there are others whose main use is for the despatch of mails and passengers, as for instance Holyhead and Dover, where the Government takes also absolute control. On the other hand strictly mercantile ports as, for instance Liverpool, Glasgow, or the Tyne, have private bodies locally elected who take supreme control. The most marked instance of this the Liverpool Dock and Harbour Trust, a practically self-elected corporation, which takes command almost without appeal of everything connected with the entrance to the Mersey. The good effect of the enormous powers exercised by the board is that from being little more than an ordinary fishing-port, the port of Liverpool has grown to be the largest and almost most important in the Empire. Glasgow has little less authority than Liverpool, and the powers conferred on each go from these, in a diminishing scale. Between the ports by this means is kept up a wholesome rivalry, so that the highest efficiency of each is automatically secured. With a Government control none of this rivalry can be expected: the interests of the Government, or of the particular service for which the harbour is kept up are, of course, [31 attended to, but there is comparatively

Such has been the experience of England hitherto. One partial exception occurred in the port of London, the port which has hitherto enjoyed the most valuable trade of the Empire, if not of the world. It might have been anticipated that as the most uncient, as well as being the Metropolitan port where the King had always his headquarters, the port of London would have be en mainly if not entirely cared for by the Government. On the other hand London has always been the centre of civic freedom. and between these two opposing principles the affairs of the port.proper came to fall into a curiously entangled mess of public and private interests; the result of which has been that there practically existed no controlling influence whatever, and London got on as best it could-which practically meant that it did not get on at all. Some years ago under the authority of Parliament, and in order to get rid of this state of stagnation, a body denominated the Thames Conservancy was constituted, and it was hoped that this neglec t would be remedied. The result was instructive. The Parliament that constituted the board was too timid to grant full powers over the many private interests that claimed a part in the general trade of the port, and the powers of the Conservancy in raising revenue were likewise limited. As soon as it began to show any signs of activity, and approached the private wharfingers and other bodies having any say in the river, all without exception refused to move unless bought out at prohibitory rates, and these the Conservancy. hampered in its finance, was unable to look at. The Conservancy, thinking that in the then temper of Parliament any application for further powers would meet with a refusal, did what the Chinese Government would have itself done-nothing. Meanwhile other ports were improving their position, and Hamburg and the other continental centres took advantage to press

on their Governments the opportunities

offered by the nonchalance of the Thames

authorities for pushing their own trade.

Belgium and Holland, too, began to see

their way to the expenditure of large sums

of money profitably, while London went

natural consequence that at last the metro-

polis commenced to see her supremacy

bigger and bigger, and the river instead of

improving was gradually deteriorating-

the Thames in fact was becoming a second

dreamily about her own affairs; with

private trade.

dation to do practically the same as the protocol arranged should be done in the case of the Whangpoo. That is to place the entire harbour and its approaches in the hands of a local Board of Conservancy. locally appointed or elected, and with powers to raise local revenue. Nor has the similarity ended there. The appointments to the Board are to be made in an aimost identical manner, that is to say by the great Municipalities, and by persons selected by those immediately interested in the trade of the place. There is, however, one curious but instructive difference; while the Shanghai regulations provide for the Government at Peking being largely represented, those propounded by the Royal Commission in London propose that out of forty members only two shall be appointed by the Government. It would be impossible to give a more complete rebuff to the arguments put forward by the Chinese Government than is afforded by the Report of the Commission. As we have, however, already exceeded all reasonable length, we propose to revert to this interesting document more fully in a subsequent issue.

One more fatal plague case was reported up to noon yesterday, a Chinese body being found in Yee Wo Street.

The German gunboat Schwalbe left for home on Monday and H.M.S. Amph trite arrived from Weihaiwei yesterday.

The half-mile race on the Happy Valley racecourse on Monday between Black Tulip and Esau, owners up, ended in an easy victory for

The native silk-merchants of Shanghai have repeatedly received telegraphic messages from their agents in Szechuen, advising them not to send any more silk to that province until the disorders are over.

We are informed by the Joint Telegraph Companies that cable communication between Shanghai and Tsintau and between Shanghai and Chetoo is interrupted. Telegrams are being forwardedby Chinese land-lines from Shanghai, which are reported to be working fairly well.

According to a Peking despatch to Shanghai. Grand Councillor Chu Hung-Chi and Vice-President Hu Yu-fen went together to see the Russian Minister on the 19th ult. asking when little attention paid to the interests of mere Russia would hand back the Chinese Railways ontside the Great Wall of China. In repl M. Lessar said that he was not in a position to fix a date for the purpose, as mounted brigandage was still rampant in the vicinity of the branch lines of the Railway.

> As an example of the mothods of Baugkok the recent experience of a gentleman in the Oriental Hotel there is interesting. He was awakened one evening by hearing a continual rapping against his window, something like the steady note of the bull-frog. When he went to see what the matter was he discovered that a thief was endeavouring to gain admittance to his room. The sudden illumination of the spart ment and the look of readiness on the part of the occupant to tackle any number of midnight arrivals settled the question for that evening at any rate. -

Last night, in the Queen's Hotel, the chief and assistant naval engine-room artificers on this station sat down to dinner, the occasion being a combined welcome and farewell to incoming and home-going comrades. Covers were laid for forty, and the respective positions at table of those present were indicated by two floral wreaths bearing the words, " Homeward bound "and "Welcome." The dinner was a most successful one, no small credit for which is due to Mr. R. F. Daly, the new manager of the Queen's Hotel, who exerted himself to make the occasion a thoroughly sujoyable one. A concert which followed the dinner brought to a close an exceedingly pleasant evening.

In a small way Siam might rank as a land of " wild cat" mining ventures, writes the Bangkok Times. If her experience has not been extensive, so far as foreign mining companies are concerned, it has been unfortunate. The real mines of the country, as shown by actually realised results, are the tin mines of the Peninsula, exclusively Chinese. Great things are, it is true, expected of Mr. Duff's gold concession in Kel ntan, but of course the work is still in its preliminary stages. Another foreign mining venture, however, is now an-| nounced, and there is very good reason for believing that it will do valuable service in exploiting the mineral wealth of the country. Mr. W. J. Taylor, an American citizen, has obtained from the Siamese Government a tia mining concession in the Bongtaphan district. This concession has not been obtained to sell a company as a speculation; it has been obtained for a syndicate of ten men, Mr. Taylor being joists almost quite hollow, one of them, who are going to work the property themselves. They believe they have got a good thing, they possess capital to work it, and it is the production of marketable tin they are going for. The concession is for a tract of 300 ria-the largest area granted under the Siamese mining laws-lying 15 miles from Bangtaphan in a north-west direction, but only about eight miles from the clast in a Whangpoo. Such was the position two years straight line.

The fatal shooting of Hermany, the Swede, at Apilat in the Philippines by a policeman there is now reported to have been due to the fact that Hermann while drunk tried to ride down the municipal accretary, Senor Sireaco Santos whom he also shot with a revolver causing death. The constable fired in self-defence, shooting Hermann through the head.

Particulars of the death of Colonel Hicks, agent of Harmston's Circus, at Sourabaya, given in the local Courant, show that medical opinion is not certain that he did die of cholera. Cholera was raging there and he was sorely afraid of catching it. On the evening before his death he intended to dose himself with brandy by way of precaution, and actually took chlorodyne with his whisky soda.

The death is recorded in the San Erancisco papers of a man supposed to be 131 years old. His name was Aupi Maru Mori, more familiarly Old Wappy," and he claimed that he was born in Calcutta, was the son of some prince or dignitary there, had run away from home when a boy, was captured somewhere in the South Sea Islands and taken on board a pirate ship, from which he was finally able to escape at Manila. From there he went to Sen Francisco.

The servant question has long vexed the New York clubs. The native-born American is too independent to make a good servant, and the negro, though respectful enough, has no intuition, and is usually more or less clumsy. Some of the clubs regularly recruit in England, but this does not always turn out successfully, for after he has been a few months in the country "Jeames" not infrequently imbibes democratic notions. Lately the Tilden Club has been making an experiment with Japanese and are delighted with the result up to the present. The Japanese are respectful and attentive without being servile, are wonderfully alert, and have that intuition which is the essence of perfect attendance.

"How long may it be since we had a really musical Prime Minister?" This question is asked by Mr. Algernon Ashton in a letter to the Manchester Guardian, in which he says that Mr. A. J. Balfour is not only an enthusiastic lover of high-class music but is also himself a very proficient planist, and "appears to be the first thoroughly musical Premier we have ever had, or at least for a very long time." Lord Salisbury and Lord Rosebery are both put aside as umnusical, but, says Mr. Ashton, "the late W. E. Gladstone, on the other hand, liked music to a certain extent, though an intimate friend of his once told me that the great statesman hardly knew one note from another. It may possibly be that Lord Beaconsfield, Lord Russell, Lord Palmerston, Lord Derby, and Sir Robert Peel were somewhat more musical than Mr. Gladstone, but if such was the case the world did not know it."

As an illustration of the bearing of language on political development, Sir Harry Johnston gives voice to a pregnant idea, in his Uganda Protectorate. The Bantus furnish his objectlesson. In the area between the Camproons. Zanzibar, Damaraland and Cape Colony are some forty or fifty million black people who speak languages belonging to the Bantu group Herein he sees political danger, and he points to the missionary as the man to save us. " Unless before then English, French, and Portuguese languages have got such a firm hold on the Bantu populations in the English, German, French, Belgian, and Portuguese spheres of influence, the generalised type of Bantu language which will grow up amongst the 40,000,000 of Bantu negroes may lead to a community of thought and belief and to a political league against the white man. - Missionaries-English, French, and German-are still loth to teach the people among whom they dwell a European language. This reluctance on their part is undoubtedly based on a dread that by initiating the people into a means of communication with the European world they will emancipate them too quickly from pastoral control." But, as Sir Harry Folinaton sagaciously notes, all the time that this step is delayed, the Bantu, impelled by the inevitable course of things, will, if he cannot associate himself rapidly with Enropean in terests, "begin to think and talk of a Bantu nationality."

FIRES.

In addition to the fire which destroyed matshed at Yaumati on Monday night, two more outbreats, neither of them serious, took place. By the first a large matshed erected at Aberdeen for entertainment purposes was burnt to the ground, and the second resulted in the partial destruction of a goods shed on the premises of the North German Lloyd Company at 4. Praya West, Kennedytown. The damage

COLLAPSE OF HOUSES.

Two houses collapsed at Yaumati yesterday morning, Nes. 26 and 28. Battery Path Fortunately the occupants received timely warning in the shape of the cracking of timbers, and cleared out, so that the houses at the time of the occident were tenantless. The collapses are attributed to the rotten condition of the roof timbers, which were anteaten, in some cases so badly as to leave the

LATEST STEAMER MOVEMENTS.

The N.Preteamer Glenogle left Yokohama for this port vectorday. The Boston steamer Pleiades arrived at Murc ron the latinat.

The C.P.R. steemer Empress of India arrived at Nagasaki at 6 80 p.m. on the let inst, and left again at noon on the 2nd for Kobe, where she is due to arrive at 9 p.m. to day.

TELEGRAMS.

"DAILY PRESS" SERVICE. FAR EASTERN AFFAIRS.

FROM OUR SPECIAL CORRESPONDENT.

London, 2nd September, 10.45 a.m. THE U.S. AND CHINA TRADE.

A corporation has been organised California, with a capital of \$1,000,000 gold, to promote trade with China in consequence of the conclusion of the Tariff Treaty. is also reported that arrangements are proceeding to induce China to buy American cotton through the New York exchange instead of through Liverpool.

AMERICAN BANKS FOR CHINA.

American capitalists are planning to establish banks in the business centres

GENERAL NEWS.

FROM OUR SPECIAL CORRESPONDENT.

London, 2nd September, 10.45 n.m.

THE S.S. "TROCAS" FLOATED. The Shell Line tank steamer Trocas which went ashore at Perim, has been

THE DROUGHT AT SINGAPORE.

FROM OUR CORRESPONDENT.

SINGAPORE, 2nd September, 1.30 p.m. GRAVE SITUATION-A PROPOSED

REMEDY. The severe drought here continues. The situation is serious, as only one week's supply is left. The supply to the town is now limited to two hours per day. It is suggested that a trial should be given to the firing of big guns in the air as a means of bringing rain.

REUTER'S SERVICE.

LONDON, 31st August.

WAR EXPENDITURE.

Mr. Chamberlain, speaking at Birmingham on the occasion of the presentation of war medals, said that the country would never submit to the expenditure necessary to be always prepared for war, and that an appeal to voluntary patriotism, to which our success in the late war in South Africa was mainly due. would always be necessary.

THE ABOLITION OF LEKIN.

An Imperial Edict has been issued, abolish. ing lekin stations in China. It declares that, during the period of negotiation for new commercial treaties with foreign, states, an understanding has been arrived at for an increase in the import and export duties.

London, 31st August.

THE U.S. AND CHINA.

Mr. Conger, United States Minister at Peking, has been instructed to conclude a treaty with China similar to the Anglo-Chinese Commercial Treaty.

THE ANGLO-CHINESE TREATY A HITCH.

Contrary to expectation, the Auglo-Chinese Commercial Treaty was not signed on Saturday. Sir James Mackay, Great Britain's representative, refused to sign owing to the indefinite wording of the Imperial Edict on the question of the surtax. He has cancelled his passage to England, which he had already booked by the next Empress steamer.

It is understood that the terms of the Treaty are not questioned, the matter being simply one of interpretation of the Imperial decree.

ENTERTAINMENT IN CITY HALL

The Brothers Francis, la'e of the Barne Company, have now almost completed the arrangements for their entertainment, which is to be held under distinguished patronage on Saturday, the 13th inst., in the City Hall: Already the assistance of some of the bestknown local talent has been secured. Mr. and Mrs. R. H. Stephenson have kindly consented to appear in a sketch called The Colonel in addition to which Mrs. Steph nson. will give vocal selections. Among others who have placed their services at the disposul of the beneficiaries are Messrs, W. Callen and Gus Gregory and Pts. Burgess, A'O.C., besides artists from the U.S.S. Monadaock and the British war-vessels. The Brothers Francis will appear in several musical specialties and Mr. Don Francis will act as pionist. It is satisfactory to learn that the tickets are going well, and no doubt there will be a bumper house, especially in view of the fact that it is a long time since we have had an enter tainment of this kind in the Colony. The box pian is open at the Robinson Plane Co.

HUNGKONG LEGISLATIVE COUNCIL.

A meeting of the Council will be held to day,

at 3 p.m.

1. Financial Minutes. (Nos. 39 to 50) 2. Report of the Finance Committee. (No. 3. Question :- With reference to the recent

collapses of newly prected houses in both Hongkong and Kowicon, and consequent deplorable loss of life, what steps have the Government taken to fix the responsibility? Will the Government take steps to license contractors under bond or otherwise? Will the Government state what the regulations are as to public enquiries being held into accidents such as these! Will the Government table a teturn showing the number of houses which have collapsed this year with fatal results and giving the owners' names, the architects' names, the contractors' names, and date of erection?

4. Question :- Will the Honographe Colonial Secretary inform the Council-(1.) Whether the attention of the Government lies been drawn to the account of the hearing of an assault case before the Police Magistrate on 5th instant; and (2.) Whether the Government proposes to take any action with reference to certain allegations in the evidence given in the said case, which bear upon the question of the integrity of a public servant?

5. Question -- Can the Police not take measures to prevent chair-coolies from deserting their chairs when most required on occasions such as the Coronation night, for instance? Are the chair-coolies allowed to leave their chairs lying unprotect don the public street? If not, can the Police not take the number of chairs so deserted and have the coolies belonging to such chairs punished by fine or the livenses punished by forfeiture of his licence? If the Police have no power to do this, will the Government pot bring in an Ordinance giving the Police such power? Inview of the present great scaroity of chairs. will the Government not license a further large number of chairs either direct or through a contractor and continue to do so until the supply fully equals the demand P. Can the Government not appoint stands for chairs and rickshas and instruct the Police to privent the coolies from leaving the sands without sufficient reason? If bot will the Government farm out all the chairs and rickshae to a contractor who could deposit a sum of money as a guarantee for the good behaviour of the coulies? ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance for the nationalisation of Leung Ngan Pan, alias Loung Wal Ching. R. F. JOHNSTON.

Acting Clerk of Councils. N.B.—A masting of the Finance Committee will be held immediately after the Council

POLICE COURT.

Tnesday, 2nd Sept mber, BEFORE MR. F. A. HAZELAND (POLICE

MAGIETEATE). THE REWARD OF VANITY. Wong Tak, a coolie with an eye to personal aggrandisement, stole a nice silk janket from a

labour. He bud a provious conviction. BEFORE MR. J. H. KEMP (ACTING

Chinese seamstress living in Square Street.

and was sent to prison for seven days, with hard

POLICE MAGIETRATE).

OTHER THINYES. Yau Piu, another goolie with predatory preclivities, stole from a countryman money and clothing to the amount of \$99, and was sentenced to three months hard labour.

For stealing \$10 worth of clothing from a Chinese widow residing at 116, Wanchai Road, Sz. To Yut. also a coolis, received a sentence of two months ligrd labour. DRUBE AND DISORDERLY.

William McNailey a Scotch engineer out of employment, was charged with being drack and disorderly in the public street and with refusing to pay his legal veh cle hire. He pleaded not anilty was some of their unions and some A Chinese constable described how the defendant mexacited the mckelin-coolin when he asked for his bire, and said that when he interfered in his colleged capacity, the delopdant turned round and struck plan on the chest. With the assistence of doother lakeag he was

conveyed to the disting its in the contract of The defends to white mid the remembered checlutely no bing shout the office was floed \$4 on both charges, authorizer jordered, to pay the rickeha coolie 25 cents compensation, the amount of the fate.

THE SHAUKIWAN OUTRAGE

The coolie who was murderously situcked by some other coolies on the Bhankiwan Road on Sunday night was it's very low state yesterday. but conscious. He is not expected to recover. On Monday he identified three of his assistants, who have siready been brought up at the Police Court and remanded on a charge of cutting and wounding with intent to do grievous bodily harm-a charge that is likely to be altered to the capital one.

LATEST ARBIYAL IN HONGKONG— THE SMITH PREMIER

M. LIEBERT, Representative of URLAN-GER & GALINGER, exclusive Original Dealers for above Machine, will be at the Richgkong Hotel for one week with stock, and will be pleased to call on prospective purchasers to demonstrate the superiority of the latest

Will be at Hotel between 12 and 2 p.m.

Smith Premier over all other Machines

Don't buy a Typewviter until you have seen the latest model SMITH PREMIER. 12834 [Continued.]

Hongkong General Chamber of Commerce,

23rd August, 1902. Sin,-I beg to acknowledge receipt of your letter of the 31st ultimo replying to this Chamber's lecter of the 4th idem, and trans mitting copy of memorandum and enclosures from Mr. Figg, the Acting Director of the Hongkong Observatory.

2. If the Chumber has in any way been misled with reference to the facts in the cases of the steamer Laisan and De Wille, the Committe desire to express their regret, but while accepting the statement of Mr. Figg in this regard, I am to point out that the letter in the Daily Press referred to was accepted by this Chamber as the expression of what had frequently been brought to its notice from various quarters of the dissatisfaction, rightly or wrongly entertained by mariners frequenting this port, with the storm warnings issued by the Hongkong Observatory.

3. Mr. Figg points to the fact that in 1897 this Chamber suggested and secured a return to the system of meteorological signals in use from January, 1864, to December, 1896, as a proof that they were satisfied with that system, whereas, as a matter of fact, they simply advocated a roturn to that system as being simply and more readily understood by the hosting population than that in use at the time. While thankfully acknowledging that this system has been of much service, the Chamber never meant, as Mr. Figg seems to imply, that it was not susceptible of improve-

ment and it was with the object of composing some measures of further improvement that the more recent representations of the Committee were mainly directed. This Chamber has now for many years, commencing in 1889, endoavoured to secure improvement in the system of storm warnings, the meteorological communications with other ports and the rapid dissemination of weather forecasts.

4. The Committee hall with much satisfac-

tion the statement in paragraph 6 of your desputch, to the effect that His Excellency finds"that the system of issuing weather information is capable of improvement and has given directions by which it is hoped that the China coast Meteorological Register issued by the Hongkong Observatory may be more quickly and widely distributed." and recognize the value of the change proposed, a step in the right direction which cannot fall to prove of

material benefit to shipping. 5. They would, however, at the same time again respectfully urge upon the Government that even by the prompt issue of expresses there are occasions whom such intelligence is too tardily distributed, too late to be of service to the maritime population, whereas, by a code of flag signals, departing vessels might be warned in time instead of being allowed to sail into dangers. Not only are the expresses not sufficiently widely distributed, but the mere delay in printing and circulation is often sufficient to admit of ships leaving when they should

continue in shelter. 6. The remarks of Mr. Figg on a flag signal code, to the effect that unless a very extensive and therefore impracticable code were adopted it could not give the information in a definite form, are noted, but it is within the knowledge of the Committee that such a code has for a number of years been in daily use in Shanghai, where it has given the greatest satisfaction to shipmasters frequenting the port. The Committee further venture to think that the Government will, on examination of the accompanying copy or tois code, together with the torms of bulletins issued by the Sicawei Observatory, admit that the system adopted at that port of making general the various weather reports is in advance of that in force here, and which the Chamber is justifiably anxious to

see improved. The adoption of a flag signal service, which would be principally for the use of the foreign shipping in harbour, need not necessitate the abolition of the present dram, cone, and ball signals shown by H.M.S. Tamar for the benefit of native shipping and craft.

Certain improvements in the Sicawei code are now being effected and are expected to be published by the middle of September and to come into force on lat November next. The effect of these will be that without making any material change in the present indications more precise particulars can be given about storms. It may be worth mentioning that the code has been generally adopted by the German, Russian, and Uhinese Governments along the coast of

7. With regard to paragraphs 4 and 5 of your letter, the Committee respectfully submit that they never suggested that the Hongkoug Observatory should be made responsible for tue storm warnings of other institutions, but they cannot help feeling that the observations made at Sicawel must surely furnish more accurate data than can be supplied by a possibly untrained though doubtless intelligent observer at any of the coast stations, such as Gutslaff. Moreover, it seems to the Committee lament able that there should be a want of reciprocity between the Hongkong and other observatories. and they find it difficult to resist the conclusion that the absence of sympathetic and friendly relations with such an institution as the Bicawei Observatory is calculated to limit the usefulness of both institutions.

8. In conclusion, my Committee wish disclaim any wish to either suggest imprasticable schemes or any desire to hamper the Director of the Observatory in making his forecasts; they are simply animated by the wish to secure the carliest and widest possible-dissemination of warnings of the approach of morms, to the end that the disasters affoat may be averted when possible. - I have the honour to be, Sir, Your most obedient servant.

A. R. LOWE,

HON, COLONIAL SECRETARY.

Hongkong General Chamber of Commerce.

16th August, 1902. Srn,-I am directed to acknowledge receipt of your letter of 31st ultimo, enclosing report of the Acting Director of the Kowloon Observatory, on the subject of storm warnings issued in this Colony, and to state that the matter is now engaging the attention of the Committee of this Chamber, who will address you again on this matter shortly.

A letter, dated Swatow, 4th instant, from the masters of the steamers Haiching and Decima, and supported by the masters of six other steamers, complaining of the inadequacy of the storm warnings issued in Hongkong, has been received by this Chamber.

The Committee are unable, of course, to vouch for the accuracy of the statements made in this letter, but, as the letter bears on the subject of the representations made in this Chamber's letter to you of 4th ultimo, and comes from practical men, my Committee deem it of sufficient importance to forward same on

to you at once. I, accordingly, have the honour to hand you a copy herewith, and my Committee wish to express the hope that you will cause the matter of the complaint made by the signatories to be

carefully investigated .- I have the honour to be, Sir, Your most obedient servant, A. R. Lowe,

Secrutary.

HON. COLONIAL SECRETARY.

Swatow, 4th August, 1902. SIR,-We, the undersigned, who have passed through the recent typhoon be ween Hongkong and Swatow, wish to bring to your notice in the strongest possible manner the inadequate and misleading system of storm warnings in the port of Hongkong. Relying on the weather forecast, and the absence of storm warnings we left Hongkong for Swatow at 7 p.m. on Friday, 1st August, and met the typhoon soon after

We, and I believe the great majority of shipmasters, think the shipping should have adequate notice of weather changes

The present system of forecasts is little better than a snare and a delusion. We are Sir, yours faithfully,

HANS-SCHLAIER, Master, Ger. str. Decima. A. C. HODGINS. Master, Brit. str. Haiching.

Supported by G. PARKINSON.

Master, Brit, str. Lacrtes. SPENCER WILDE, Master, Brit. str. Hangsang. W. PALMER BAKER, Masier, Brit. str. Taksang. J. DEWUR, Master, Brit. str. Tungchow.

F. HOPKINS,

Master, Brit. str. Chunking. C. GOSLWITCH, Master, Gor, str. Dagmar.

The SECRETARY, Chamber of Commerce, Hongkong.

Colonial Secretary's Office, 26th August, 1901.

Sin.-I am directed to acknowledge the recoipt of your letter of the 16th inst., in which you enclosed copy of a letter, dated Swatow the 4th instant, from the masters of the s.s. Haiching and s.s. Decima and supported by the signatures of the masters of six other steamers, complaining of the inadequacy of the storm warnings in Hongkong, stating that the writers (apparently the masters of the s.s. Haiching and Decima). " relying on the weather forecast and the absence of storm warnings, left Hongkong for Swatow at 7 p.m. on Friday, the 1st of August, and met the typhoon soon after midnight."

2. In reply I am to transmit to you the accompanying copy of a report from the Acting Director of the Observatory, with its enclosures. comprising copies of the remarks attached to the usual China Coast Meteorological Register issued by Mr. Figg on the 31st ultimo and 1st instant; of two Expresses containing special typhoon warnings issued on the same dates before moon, and of a letter from one of the writers of the letter encloser in your letter under acknowledgment.

3. These documents prove conclusively that the |captains of the s.s. Haiching and Decima left this port on the evening of the 1st instant in spite of weather forecasts published not only in the ordinary way but in the form of typhcon warnings, which were more than ample to warn

them of the risk they ran. 4. I am to request that in justice to the Acting_Director_of_the_Observatory and to this Government you will give to this letter and its enclosures the same publicity that you have already given to the letter of the masters of the steamships Haicking and Decime. - I have the honour to be, Sir, Your obedient servant, F. H. MAY.

 $oldsymbol{---}$ Colonial-Secretary. The SECRETARY, Chamber of Commerce.

COPY OF THE REPORT BY THE ACTING

DIRECTOR OF THE OBSERVATORY. HON. COLONIAL SECRETARY-With reference to the letter of the Chamber of Commorce dated the 16th instant and its enclosure. I attach the storm-warnings issued prior to the departure of the steamships Decima and

As the masters of these vessels admit receiving this information—it is incorporated as usual in the weather forecasts of July 31st and August 1st (see C.C.M.R. attached) it would appear that they left this port on let August for Swatow with full knowledge that a typhoon existed to the eastward and that it was likely to approach the southern entrance of the Formosa Channel about 18 hours after their

The accompanying letter from the captain of the Haiching throws some light on his dwn action and on that of the captain of the Decima. It would appear that the latter vessel was hove to off Chelang Point about midnight of the Ist and there quietly awaited the arrival of the centre of the typhoon, which must have passed over her about 15 hours later, say at 3.00 p.m. on'the 2nd.

The log of the Haiching, whose captain appears to me to have acted in a more seamanlike manner, shows that he put back to Bias Bay for shelter, that he experienced no more than a fresh breeze until 10 a.m. on the 2nd, and that the centre did not reach the neighbourhood of his ship until 7.33 p.m.

the same evening. I give these facts in contraven on of the statement in the letter that the typhoon was met by them at midnight on August 1st. The fact is simply that both ships left this port in spite of the forecasts issued and in the face of typhoon warnings separately published and widely distributed hours before their

departure, and the risk they ran must have

been well known to their respective captains.

22nd August, 1902.

EXTRACTS FROM CHINA COAST

MATEOROLOGICAL BAGISTER. depression to the eastward of Luzon. barometer has risen over the S. coast of China, fallen in N.E. Japan, the northern depression having approached the northern islands. Moderate S.E. and P. winds on the China coast.

> F. G. Figg, Acting Director.

Forecast :- E, or variable winds, light; fair.

Hongkong Observatory. Thursday, 31st July, 1902.

On the lat at 11.50 a.m. The typhoon probably situated to the east of the Balingtang Channel. It appears to be moving towards north-nest. Wind probably freshening from north-east in the Formosa Channel. Barometer falling in S. China, rising over the Southern Phillipines. Pressure still low over the N. part of the Sea of Japan. Reports from N. China and Formosa not yet received. Forecast :- N. winds, moderate : fair.

F. G. F109, Acting Director.

F. G. Figg.

F. G. Frag.

Hongkong Cheervatory, d riday, lat August, 19 2.

EXPRESS .- TYPHOON WARNING. Hongkong Observatory, 31st July, 11.15 a.m. The barometer is still falling over the Phillipines owing to the depression to the eastward of Luzon.

31st July, 1902.

EXPRESS .- TPYHOON WARNING. Hongkong Observatory, 1st August, 11.50a.m. The typhcon is probably situated to the east of the Balingtong Channel. It appears to be moving a wards north-west. Wind probably freshening from north-east in the Formosa Channel.

F. G. Figg. 1st August, 1902.

FROM CAPTAIN A.C. HODGINS, S.S. "HAICHING," TO THE DIRECTOR, HONGKONG METEORO-

LOGICAL STATION. Swatow, 5th August, 1902, DEAR SIR,-In sending my log of the recent typhoon I would feel obliged if you would let me know if the conditions were not abnormal The extraordinary display of blinding lightning ever a bank of heavy clouds to the E. S. E. all night. The absence of swell from the centre.

The N. W. wind in the advancing semi-circle. Was the captain of the Decima wrong in heaving too off Chelung Point? How could case no reason to adopt a different attitude he get the centre over him? Did this typhood from that of England in regard to lekin, for in recurve to the W.S.W?

the wind from N.W. and that to heave to or in suspense the decision of America. So far run back was the proper thing to do, but the Americans have always been strongly although I ran to the W.N.W. 50min, and then opposed to the abolition of lekin. The American anchored in Fun-lo-Kong, I had the full force exports to China, which consist principally of of the typhoon. I would feel very much obliged petroleum, ticking, and the so-called "sheetif you would enlighten me and a number of ings," go almost exclusively to the north and my confreres .- Thanking you in anticipation, thence to Munchuria. In North China there Yours, &c.

SIAM AFTER THE NORTHERN TROUBLE.

The Bangkok Times says :- Politically the Shan rising has proved to be a small affair The Muang Long miners depended more on dacoity than on mining for a living, and the administration of the district must have been very slack before they came to think they had a vested interest in carrying on both trades support from the general body of the people in the North, their getting out of hand not only produced a big scare, but has served to thoroughly disorganise the season's work in the teak trade, and there seems no certainty when it will be possible for work to be resumed. The affair, however, should serve one good purpose. The whole of what the fact is recognised—a powerful argument in merely that had the railway to the North been completed the enormous difficulties of transporting the troops and their impedimenta, would have assumed small proportious; a more important fact is that easy communication reduces to such an extent the difficulty of

distant parts of the country. In the old days the outlying Monthons largely controlled themselves, and even in the case of such a rising as that of the Shan miners, haste would not have been essential. Bangkok would simply have asserted itself in due course But to-day Siam is one in a way it did not use to be; and the central government is responsible for the whole administration. All officials cannot be expected to be ideal administrators; effective control is necessary, and for that the country needs to be more closely bound together by railroads. The present railway programme is, no doubt, a very considerable undertaking when everything is paid for out of current revenue. But for work of that kind a loan is

RUSSIA AND COREA.

faster than the present programme allows of.

The St. Petersburg Novoe Vremya in its article towards the end of July on Russia and Corea says that Russia's loss of prestige in the latter country has been due to the increase of that of Great Britain and of Japan, who have in all respects been making rapid and continuous progress in that direction. The Novoe Vremya, in support of its statement, furnishes circumstantial explantions drawn from a series of recent occurrences. It attributes the present state of affairs, which it describes as deplorable, first and chiefly to the successive concessions which the Russian Governmenthas been imprudentenough to make at various times to the Corean and Japanese Governments as well in political and strategical questions as in financial matters.

The journal goes on to urge the Russian Government to endeavour now at least to regain lost time and to make good its mistakes by enhancing its prestige and by strengthening Russian authority in Corea, since nothing Di oduces more dangerous results with Oriental nations than a lack of energy and firmess. With regard to the measures to be taken, the Novee Vremua particularly recommends the opening of a Russian bank at Chemulpo, the establishment of Russian Consulates in all the Corean ports, and an increased service with these ports of the steamers of the Manchurian Railway The establishment of Russian Consulates in Cores and of a branch of the Russo-Chinese Bank would enable Russis, the Novoe Vremua contends, to come to the help of an element which would in the end completely oust the Japanese from the field of commerce and dustry, that is to say, the Chinese, whose activity in Corea is at present paralysed by the Japanese banks and steamship companies. Another useful way of maintaining Russian On the 31st at 11.15 a.m. The barometer is | prestige in Corea would be to send Russian still falling over the Phillipines owing to the | warships for frequent cruises along the Corean

One of the most striking passages in the that the principal danger for Russia consists in the eventuality of Great Britain and Jupan establishing a naval and military station in the south of Corea, thus cutting off Vladivostock from Port Arthur. In order to counteract this danger Russia purchased a certain amount of land at Masampo, but she subsequently signed the agreement of 1900 by which she gave up the intention of establishing a naval station at that port, Corea on her part binding herself neither to cede nor sell to any foreign Power any land round Massupe or on the island of Kargodo for the purpose of establishing naval stations. Cores, however, reserved to herself the right of leasing land there to foreign Powers for commercial purposes. Therefore, the journal goes on to say, if some English steamship company were to build docks or big factories in the south of Corea it would be very easy, at a given moment, to convert these places into a British naval station.

3,067 NEWSPAPERS RECOMMEND. MACNIVEN & CAMERON'S PENS. THE WAYERLEY PEN, for Easy Writing. THE FLYING SCOTCHMAN PEN, instead of a Quill THE FLYING J writes 200 words per dip.

THE CONTINENT AND THE **COMMERCIAL TREATY.**

Public opinion in Germany was slow to express itself upon the draft of the commercial treaty between England and China. The Berlin papers comments, for the most part, agree in regarding the treaty us the inauguration of a new epoch in the commerce of Europe with China.

The Vossische Zeitung says :- "There is nothing to prevent Germany from accoding to the Anglo-Chinese agreement; it is, indeed, desirable that she should soon declare her accession to it, for the abelition of lekin and the increase of import duti a presuppose an identical treatment of all peoples who take part in commerce with China. Germany has in any commercial matters the interests of both I must own I would think myself safe with Powers run on paralled lines. We may await are no lekin duties, and it is intelligible that A. C. Hoddins. America should not wish to pay higher import duties, as she cannot be compensated in the same manner as the other Powers."

The Krouz Zeitung, in its weekly survey of foreign politics, says :- " If the system of lekin is to be discarded the result will be an effectual opening up of China to European trade, for there is no doubt that corresponding treaties with the other Powers are in prospect. It is to the credit of Sir James Mackay and the Chinese Commissioner Sheng that they have found the formula which makes an understanding possible. The attitude of the Yangtsze Viceroys has, of course, been consistent with the line taken by Shong. It is impossible not there. But though these people got no to recognise that these enlightened Viceroya have deserved well, of Chins. They are to be thanked for the localisation of the war, and, without doubt, it is in a large measure due to their counsels that the party of peace and

reform holds sway in Poking to day." The National Zeitung thinks that, although British policy at the moment fairly represents European trade interests in China, other Powers will have a word to say when questions of detail arise. The National Liberal organ in has happened has supplied-and we think discussing Article 12, says:-"The English Government promises to relinquish its extrafavour of a forward railway policy. It is not territorial rights when the reform of the Chinese judicial system and the establishment of an effective administration shall warrant this step. This promise of British diplomacy is a cheap one, for a definite date for the submission of English aubjects to Chinese jurisdiction is not fixed. The article, at any effectively controlling the administration in rate, points to a tendency apparent in other ways in the Anglo-Japanes. Alliance, to endenvour to introduce into the Chinese Government a disposition friendly to this alliance, and to attract it towards the two

allied island kingdoms." In Paris the Figure published an article on the 30th July on the Anglo-Chinese Treaty. which, it says, proves that the officials of the Celestial Empire possess a more thorough comprehension of present necessities and more foresight with respect to the future than has been generally thought. This treaty, the journal further remarks, constitutes an undeniable Buccess for British diplomacy, to which Europe will owe the recognition of her traditional claims, "It is an honour," says the Figure, more than justified. The line to the North is | "for Sir James Mackay to have succeeded where one that should be pushed on with considerably so many others had failed." The journal supports the two clauses referring to missions and to exterritoriality, in which it is unwilling to see any secret agreement. "It will be enough," it says, " to be on our guard. As for Article 8. France has no cause for uneasiness, England being more interested than any other nation in the satisfactory settlement of the question of the suppression of the lekin."

The Debats, while acknowledging that most of the clauses of the Anglo-Chinese Treaty will be advantageous to all the Powers, demurs to the increase of the Customs duties as too dear substitute for the lekin. It also suspects England, in holding out a prospect of the abolition of exterritoriality, of bidding for the gratitude of China and of organising the latter against Russia. The ultimate result, it thinks, would be 'Asia for the Asiatics," which would be a kind of theagon towards European interests, or, at any rate, very short-sighted. This, though a simple supposition, is considered plausible by the

Debats, and would be tantamount to a kind of exclusive English guardianship, a new path in China's foreign relations, which time alone and her gradual evolution could justify.

RAILWAYS IN EGYPT.

Most of the railways in Egypt have been

built and are owned by the State, and in the Railway Magazine for August Mr. A. Vale gives some description of them. There is a story told of the old Caire-to-Suez line, first opened in 1859, which shows how easily its conductors used to take matters. On one occasion the engine to the mail train was found short of water in the middle of a run. Consequently it was uncoupled and sent to the next water-tank to have the tender filled, while the train was left alone on the road for an hour or two Irregularities like these and accidents frequently occurred, which brought the line into discredit and in 1868, one year before the opening of the Suez Canal, it was -at least temporarilyabandoned. The Alexandria line is now considered the crack line of Egypt. It is by far the most frequented line in the country as regards passenger as well as goods traffic, and the only one having a double track from end to end. There are no fewer than eight trains daily each way between Cairo and Alexandria, besides some local trains between country stations. Of these eight trains four are fast ones, doing the journey in three hours five minutes, giving an average running speed of forty-four miles an hour. The railway stations are small, the principal one at Alexandria-a place of 350,000 inhabitants-having but two platforms, one of which is very seldom used: The railway from Ismailia to Port Said is characterised by Mr. Vale as "a disgrace." The Suez Canal Company, to whom it belongs, officially call it a "steam tramway," which is a more appropriate name for it. The gauge of this toy railway-which was only built as recently as 1893—is but 75 centimetres (2ft. 5in.). The line has some thirty passenger coaches, and eight locomotives-miniature tender engines, with 4-coupled wheels about 4ft. diameter, and a leading pair of wheels or even bogie, and the trains cover the fifty miles from Ismailia to Port Said in about three hours, the load being sixty to seventy tons and the road perfectly level. Engines, carriages, rails, &c., are all of French make. The Upper Egypt Railway from Cairo to Assouan, near the First Cataract, is 500 miles in length. There are two regular through trains each day between Cairo and Luxor (420 miles), the distance being covered in about sixteen hours. A night train WAYERLEY WORKS, EDINEURON does it in fourteen hours. During the winter KODAK

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Hongkong, 22nd July, 1902.

| tourist season there is also a special "train de luxe," composed exclusively of dining and sleeping cars, leaving Cairo at 6.30 p.m. daily for Luxor. Cairo Station, though the largest in Egypt and a handsome, stately building from ontside, has but three departure and arrival platforms, spanned by one roof,

THE SERVANT QUESTION.

The Philippines seem to be suffering in much

the same way as Hongkong does from servant difficulty. Here as there the Chinese establishment, holding the household in the office orderly at \$80 per annum. hollow of her hand. In considering the situs. Here is an object lesson for the Hongkong tion in the Philippines, the Manila Times Government! declares for registration as a plan to put matters |on a more equitable footing and it cites instanc a of other places in the East which have found relief from their discomforts in this fashion. But the Times is mistaken when it includes Hongkong among those that have so found salvation. Much as Hongkon g would like it, and much as the community have expressed their desire for it, registration of servants is still unhappily unknown. The Commission recently appointed to enquire into and report upon the subject recommended registration of servants and coolies as a solution of the problem, but for some reason best known to itself the Government refused to sanction the proposal. And so the same unsatisfactory state of affairs prevails to-day as that which is found to

be so galling by residents in the Philippines. It is interesting to note that in Rangoon, the servant question having become such a burden, the Municipal Commissioners drafted a Bill on the subject and that it has lately become law.

Appended are some of its clauses :-(a) Rendering the registration of domestic servants compulsory, and prohibiting the employment as a domestic servant of any person who is not so registered. (b) Requiring employers and domestic servants to gi such things as may be necessary or advis a for carrying out or rendering effective such registration. (c) Appointing and defining the powers and duties of Registrars and other officers for carrying out and rendering effective such registration. (d) Providing for the keeping, maintaining, inspection and production ... registers and books in such manner and with anch particulars as may be necessary or advisable for carrying out or rendering effective such PER CASE OF 8 DOZEN PINTS ... \$16. registration. (c) Providing penalties not exoccding a fine of Rs. 250 and imprisonment either simple or rigorous for the breach of any of such rules, and (f) Generally for rendering such registration effective and complete. In such rules the words domestic servants shall mean and include servants of all descriptions usually employed in or about the house, kitchen, stables and garden of an employer.

In Colombo, Caylon, where compulsory registration has been in successful operation for some time, the cost in connection with it amounts to about only \$60 gold per month. The number of servants registered in Colombo, from January 1872 to the end of December 1901 was 33.760. The number of new registrations last year was 1,203. There is no difference made whether the employer of a domestic servant is an European or a native. The the festablishment, which is immediately under the control of the Superintendent of Police, servant is as much the master of the situation | consists of 1 registrar at \$385 gold per annum, as Mary Ann the housemaid or Mrs. Betsy the 1 female clerk at \$8) gold per annum, 2 malecook is mistress of an English domestic clerks at \$60 each, I male clerk at \$55 and I

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Apply by letter to-W. J. TUTCHER, Botanical and Afforestation Department. Hongkong, 3rd September, 1902. WANTED.

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Care of Daily Press Office. Hongkong, 3rd September, 1902. NOTICE.

THE Undersigned bags to notify that the Title Deeds of the Houses known as No. 5, Gough Street, and No. 2, Kau-n Fong, and situated on Inland Lot No 8, Section 25; Victoria, Hongkong, were carried away by robbers in Kam Kai Village, of San-ui district, in the province of Kwangtung, on the 31st Angust, 1902. The said Title Deeds shall be held null and void, and application for a duplicate of the same has been made. CHAN NG SHI.

PUBLIC AUCTION. INTE Undersigned have received instructions L to Sell by Public Auction. FOR ACCOUNT OF THE ONCERNED,

Hongkoug, 3rd September, 1902.

SATURDAY. the 6th SEPTEMBER, 1902, at Noon, at No. 15, D'Aguilar Street. A QUANTITY OF PROVISIONS

In Assorted Lots. On view from Thursday, the 4th September. TERMS:-- Cash on delivery. GEO. P. LAMMERT,

Hongkong, 3rd September, 1902. PUBLIC AUCTION.

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SATURDAY, the 6th SEPTEMBER, at 2.30 P.M., at their SALES ROOMS, 20, Des Voux Road, ONE HUNDRED PAIRS ENGLISH and AMERICAN BROWN and BLACK BOOTS and SHOES and SUNDRIES. TERMS:--As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 3rd September, 1902. FOR NAGASAKI & VLADIVOSTOCK.

THE Steamship

"SA'VOIA." Captain Rebbelmund, will be despatched for the above ports on PRIDAY, the 5th inst., at 5 P.M. instead of as previously notified. Thin Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE. Hongkong Office.

Hongkong, 2nd September, 1902.

OCEAN STEAMSHIP COMPANY.

ONSIGNEES per Company's Steamer "JABON

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases if will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd justant. Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival. Goods undelivered after the 9th will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 9th inst. No Fire Insurance has been effected. BUTTERFIELD & SWIRE.

Agents: Hengkong, 2nd September, 1902.

NOTICES OF FIRMS BROWN, JONES & CO.,

Undertakers and Monumental Masons, &c. URING my absence from the Colony and until further notice, Mr. H. W. S. EDMUNDS will manage the business of

BROWN, JONES & Co. and sign the firm name. WM. E. VAN EPS. Proprietor. Hongkong, 1st September, 1902.

NOTICE. HONGKONG PLANTATION COMPANY,

BROWN, JONES & CO.

TATHILE managing the business BROWN, JONES & Co., as above, I am, at same time, continuing to act as General Manager of the Hongkong PLANTATION COMPANY. H. W. S. EDMUNDS.

Hongkong, 1st September, 1902. · NOTICE: TATE have This Day authorised Mr. VV L. M. H. BOISSEREE to SIGN

our Firm at Hougkong and Canton PER PROCURATION. LUTGENS, EINSTMANN & CO. Hongkong. 1st Feptember, 1902.

THE VICTORIA DISPENSARY.

TOTICE IS HEREBY GIVEN that Mr. LY EDWARD LANGLEY has ceased to be connected with our business. Mr. SOUTHEE KENT has been appointed OUT REPRESENTATIVE FOR THE HARBOUR AND SHIPPING BUSINESS, and all orders committed to his charge will receive immediate attention.

THE VICTORIA DISPENSARY, J. R. CAPELL. Manager. Hongkong, 5th August, 1902.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the BASE MED. CAL STORE DEPOT G. F., to Sell by Public Auction. TO-DAY (WEDNESDAY),

the 3rd Septembes, at 230 p.m., at their SALES ROOMS, 20, Des Voeux Road, A QUANTITY OF MEDICAL AND SURGICAL STORES.

TERMS: - As usual. HUGHES & HOUGH, Government Auctioneers. Hongkeng, 1st September, 1902. PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (WEDNESDAY),

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Auctioneers. Hongkong, 1st September, 1902.

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at 7.30 P.M.

THE Band of the 33rd Burma Infantry will play a selection of music during dinner on the 3rd inst, at the above Hotel. Tables booked in advance. H. RUTTONJEE,

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Hongkong, 23rd September, 1891. CHADWICK

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The WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice. The GALLERY of FINE ARTS will

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For FURTHER INFORMATION apply... to the French Consulates in the Far East. P. THOME.

Commissaire-Général de l' Exposition de Hanci. Hongkong, 1st July, 1902.

THE MUTUAL STORES. TT IS HEREBY NOTIFIED that on and after 1st SEPTEMBER, the Price of our FRESH AUSTRALIAN CREAMERY BUTTER

will be raised from 80 cents to 85 cents per lb., en account of the Australian price having been increased and also on account of the unfavourable rate of exchange. THE MUTUAL STORES.

Hongkong, 30th August, 1902.

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AQUATIC SPORTS. THURSDAY, September 11th :-- 1-Mile L. Championship of the Colony, open to all comers, Two Prizes, Entrance Fee, \$1. Also 4 Longths (1334 yards) Race (Scratch), open to Army, Navy and Police: Two Prizes, no Entrance Fee. FRIDAY, September 12th -200 Yards Championship of the Colony (6 Lengths), open to all comers, Two Prizes, Entrance Fee,

Entrance will close on the 4th instant. at FRANK W. WHITE, Hon. Secretary.

Hongkong, 1st September, 1902. THE HONGKONG CLUB.

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C. H. GRACE, Secretary. Hongkong, 1st September, 1902.

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TOTICE IS HEREBY GIVEN that all Claims for damage to Cargo, and for Cargo short received, must be submitted to the Adjuster MR. F. S. FULCHER (of the China Traders' Insurance Co.). Hongkong. con or before the 15th September next, after which date no Claims will be recognized. JARDINE, MATHESON & CO.,

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Hongkong, 4th March, 1902.

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BANK, LIMITED. HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for I2 months 5% per annuu

TARO HODSUMI Manager. Hongkong, 1st September, 1902. I YONGKONG & BHANGHAI BANK-ING COEPORATION.

STERLING RESERVE ... \$10,000,000_ SILVER RESERVE ... 4,750,000 RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS. Hon. R. SHEWAN-Chairman. A. HAUPS, Esq.—Deputy Chairman. Hon. C. W. Dickson, H. Schubart, Esq. N. A. Siebs, Esq. E. Goetz, Esq. G. H. Medhurst, Esq. H. W. Slade, Esq. D. Meyer Moses, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Esq. CHIEF MANAGER: Hongkong-J. R. M. SMITH. Managee :

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. Hongkong-Interest Allowed. On Current Account at the rate of Two per

Shanghai-H. M. BEVIS.

Cent, per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 24 per cert. per Annum. For 6 months, 31 per cent. per Annum. For 12 months, 4 per cent. per Annum. J. R. M. SMITH, Chief Manager.

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PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghat BANKING COBPORATION. J. R. M. SMITH.

Chief Manager. Hongkong, lat May, 1902. MPERIAL BANK OF CHINA ESTABLISHED BY IMPERIAL DECREE OF THE 12тн November, 1896. 11025 | Subscribed Capital. Shanghai Tis. 5,000,000

> HEAD OFFICE-SHANGHAI. Branches and Agencies. Chefoo Peking Chinking Penang Chuncking Singapore

PAID-UP CAPITAL ...

Tientain. The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

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Hengkorg, lat January, 1901,

Manager.

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INCORPODATED DY ROYAL CHARTER 1853 HEAD OFFICE-LONDON. RESERVE LIABILITY OF SHARE HOLDERS 2800,000 Ruserva Fundamentalistica (n. 18650,000)

the rate of 2' per annum on the Daily balances. On Fixed Deposits for 12 months, 4 per cent. T. P. COCHBANE, Acting Manager. Hongkong, 4th June, 1942

INTEREST allowed on Current Account at

FITHE BANK OF TALWAN (FORMORA), LIMITED. (INCORPOBATED BY SPECIAL IMPENTAL) CHARTER).

HEAD OFFICE:-TAIREH, FORMOSA. Charles and Andrews Francisco BOARD OF DIRECTORS: KAZUYOSHI YAGIU, Esq., President.

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Acting Clerk of Course. Hougkong, 25th August, 1902. HUNGKUNG JOCKEY CLUB.

PROGRAMME FOR THE 1903 MEETING. - FIRST DAY

1. Wong Nel Chang Stakes, Five Furlouge, Hongkong Waters Valley Stakes 4 Mile. Chin Griffins. Milo Water Griffins. 3. Maiden Stakes. 4. Victoria Stakes On Ville, China Ponies. 5. Foochow Cup. 2-mile post once round and

in. Open Walera 6. Dorby, One and a half Miles, Waler Griffins. Lustano Cup. On Mile China Griffios. .8. Club Cup, Out and a half Miles, China

9. Encouragement Stakes, One Mile, Waler 10. Chiness Club Cup, Once round, Chius. in Griffina sent and the second

BECOND DAY. . Flynwag Stakes, Seven Furlongs, Waler Griffins.

2. Exchange Plate, 4 Mile, Chips Poules

3. Professional Cup. One and a half Miles, Open Walera. 4. German Cup. One Mile and a quarter, China Griffina

Garrison Cup, One Mile, Waler Griffins. 6. Jockey Cup. One Mile. China Griffins. 7. Great Southern Stakes, 2 mile post once round and in. China Ponies.

8. Navy Cup, One and a quarter Mile, Hongkong Walers. . Hongkong Stakes, One Mile and a half,

China Griffine, 110. Tai Yeul: Fong Cup. Once round, China Ponies.

THIED DAY. . Spring Stakes, 2 wills post ones rour and in. China (Friffins) 2. Grand Ftand Stakes One Mile and a

quarter. Wales Griffins 3. Challenge Cup. One Mile and three quarters, Ladies Purse, One Mile, Hongkong Walers

Blake Challenge Cup. One Mile, China The Parece Cup. One Mile. China Ponice.

Phaeton Stakes, 4 Mile. Waler Griffins. B. Champions, One Mile and a quarter, China Ponies.

9. Waler Champions. One Mile and a quarter, Open Walers. 10. Nil Desperandum Stakes, & Mile, Chius.

WEIGHT per inches as per Hongkong . Jockey Club Standard. Subject to penaltie for winners and allowances for Non-Winner

and Griffins as may be determined by th Stewards hereafter. "HONGKONG WALERS" means all Walers imported into Hongkong in any year as "Subscriptions" or " Derby Griffins. WALER GRIFFINS" means all Walers

imported into Hongkong in 1902 as " Subscription Griffins." "OPEN WALERS" means all Walers imported into Hongkong in any year as "Subscription " or " Derby Griffins"; Walers not exceeding 15 hands 1 inch first raced in

Shanghai as "Subscription Grillins," and all Walers imported into Liongkong before August let, 1901, not exceeding 15 bands 1 inch in "CHINA GRIFFINS" means all China

Ponies imported into Hongkong in 1902 as "Subscription Griffins." "CHINA FONIES" means all China Ponies not exceeding 14 hands 2 inches in DESCRIPTION OF THE INDUSTRIES i height.

By Order of the Stewards. A.S. ANTON. Acting Clark of the Course. Hongkong, 23rd August, 1902.

PUBLIC COMPANIES

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the above named Company held on the 18th day of August, 1902, it was resolved that the following Ordinary Shares of the said Company, the distinguishing Numbers of which are hereunder written, he, and they were duly FORFEITED in Accordance with Article No. 28 of the Articles of Association of the

said Company. Notice of the liability to FORFEITURE of these SHARES appeared in the Hongkong Local Newspapers from the 8th day of July to slowly, as though with some unwillingness. the 25th day of July, 1902.

NUMBERS OF FORFEITED SHARES. 2559/2583 4233/4234 - 12273/12**297** 21433/21447 19084/19283 12697/1270625849/25948 |35592/**3569**1 22100/22121 38269/38272 38154/38163 36142/36166 55391/55490 55291/5534049368/49392 57502/57526

W. KERFOOT HUGHES, Acting Secretary. Hongkong, 20th August, 1902.

CAMPBELL, MOORE & COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

FITHE SIXTEENTH ORDINAR ANNUAL MEETING of SHARE-HOLDERS in the above Company will be held in the COMPANY'S OFFICE, No. 29. Queen's Road Central, at 4 P.M., on TUES-DAY, the 9th SEPTEMBER, 1912, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1901.

The TRANSFER BCOKS of the Company will be CLOSED from the 26th August to the 9th September, both days inclusive, By Order of the Board of Directors:

M. A. A. SOUZA, Secretary. Pongkong, 22nd August, 1902. THE HONGKONG COTTON SPINNING. WEAVING AND DYEING COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

TATHE ORDINARY ANNUAL MEETING | vague warnings regarding her. of SHAREHOLDERS of the above Company will be held in the OFFICES of the GENERAL MANAGERS. on MONDAY, the 15th SEPTEMBER, at 11.30 A.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 15th proximo, both days inclusive.

JARDINE, MATHESON & CO.,~ General Managers. Horgkong, 30th August, 1902.

NOTICE THE CHINA FIRE INSURANCE COMPANY, LIMITED.

FINHE CERTIFICATE No. 302, dated 22nd L. September, 1883, of the Five Shares Nos. 8986/8990 in this Company, standing in the name of MR. TANG A LOK. of Hongkong. has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certific cate will be issued by the Company and thereafter no other will be acknowledged.

Datel 25th August, 1902. JÉO, L. TOMLIN,

PORTLAND CEMENT J. B. WHITE & BROS.

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Port, would alone suffice to fill a large volume. The CHRONICLE and DIRECTORY, although printed insmaller type than formerty and condensed in every possible manner, con

tains every year more pages. Royal Octavo—Complete with Fourteen Mapa pp. 1,172, \$5.00.

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OF THE COLONY. Royal Svc. 48 pages. Price \$1, Cash. The Booksellers or Daily Press Office. Hongkong, 27th January 1891.

[PUBLISHED BY SPECIAL ARRANGEMENT.]

THE SEVEN SECRETS.

WILLIAM LE QUEUX (Author of "Purple and Fine Linen," "Whose Findeth a Wife," " The Court of Honour," "If Sinners Entice Thes." &c., &c.).

> [COPYRIGHT.] CHAPTER XIII.

MY LOVE. As soon as Ambler Jevons had slipped out through my little study my love came forward mourning, wearing a smartly-cut tailor-made dress trimmed with astrachan and a neat toque. her pale countenance covered with a thick

spotted veil. "Ralph." she exclaimed in a low voice, forgive me for calling upon you at this hour. a wife ought not to be more than ten years I know it's indiscreet, but I am very anxious her husband's junior. Love which arises out to see you."

afraid, and led her to the big armchair which times transferable. It is so pleasant to w friend.

glow of health, were white, almost ghastly, and her slim, well-gloved hand, resting upon the chair arm, trembled perceptibly.

"You have not come to me for two whole days, Ralph," she commenced in a tone of complaint. "Surely you do not intend to desert me in those bours of distress ?"

remembering Jevons' advice. "But the fact of all the responsibilities of her married life, uffair, and, in addition, I've had several serious | the tragedy, but its motive was hidden in cases during the past few days. Sir Bernard has been unwell, and I've been compelled to look after his practice."

"Sir Bernard!" she ejaculated, in a tone for his suitability they usually allow the natural which instantly struck me as strange. It was propensity of their youthful minds to invest as though she held, him in abhorrence. "Do him with every ideal of excellence. That is a you know, Ralph, I hate to think of you in fatal error committed by the majority of women. association with that wan,'

"Why !" I asked, much surprised, while at | than imagine him what never can be." that same moment the thought flashed through my mind how often Sir Bernard had given me | "It would certainly save them a world of dis-They were evidently bitter enemies.

replied, her brows slightly knit. "I merely give it as my opinion that you should no longer woman's highest virtue and noblest distinction remain in association with him."

"But surely you are alone in that opinion!" said. "He bears the highest character, and is certainly one of the best physicians in London. His practice is perhaps the most valuable of any medical man at the present moment." "I don't deny that," she said, her gloved fingers twitching nervously. "A man may be

a king, and at the same time a knave." I smiled. It was apparent that her intention was to separate me from the man to whom . owed nearly all, if not quite all my success. And why? Because he knew of her past, and she feared that he might, in a moment of confidence, betray all to me.

marked. "Cannot you give me some reason for your desire that my friendship with him No. If I did you would accuse me of selfish motives," she said, fixing her dark eyes

countenance-be-netually guilty of murder? It you loved me. Our tastes are in common, seemed incredible. And yet her manner was our admiration for each other is mutual, and that of a woman haunted by the terrible secret | our affection strong and ever-increasing—until of her crime. At that moment she was seeking, by indigenious means, to conceal the truth regarding the past. She feared that my intimate friendship with the great physician might

result in her unmasking. " I can't see that selfish motives enter into this affair at all." I remarked. "Whatever you tell me, Ethelwynn, is I know for my own benefit, Therefore you should at least be explicit."

" I can't be more explicit." " Why not?" without being absolutely certain of the facts." "I don't quite follow you," I said, rather

"I mean that at present the information have is vague," she replied. "But if it is the truth, as I expect to establish it, then you must dissociate yourself from him, Ralph." ?

"You have only suspicious?" "Only suspicions."

"Of what?" "Of a fact which will some day astound you." of jutense earnestness that caused me to wonder. To what could she possibly be referring?

"You certainly arouse my curiosity." I said, affecting to laugh. "Do you really think Sir is but a poor mortal at best, easily moved to Bernard such a very dreadful person, then ? "Ah! You do not take my words seriously she remarked. "I am warning you, Ralph, for your own benefit. It is a pity you do not heed

"I do heed you," I declared. "Only your statement is so strange that it appears almost

a the truth." "What do you say?" "I say that Sir Bernard Eyton, the man in whom you place every confidence, and whose

"Nor yours, I suppose." "No. neither is he mine." This admission was at least the truth. I had was that point which so sorely puzzled me.

hnown it long ago. But what had been the caus- of difference between them was hidden in | denly extinguished?" I asked, for want of and Plans, pp. 1.574, 89.00. Directory only deepest mystery. Sir Bernard, as old Mr. something other to say. Courtenay's most intimate friend, knew in all probability of his engagement to her and of its | why, but I have a distinct distrust of the future, rupture in favour of her sister Mary. It might: even be that Sir Bernard had had a hand in the breaking of the engagement. If so, that would well account for her violent hostility towards

Such thoughts, with others, flashed through and at once strove to reassure ber, trying to bring my mind as I sat there facing her. She was leaning back, ber hands fallen idly upon her lap. peering straight at me through that spotted veil which, half-concealing her wondrous beauty, imparted to her an additional air of

mystery. "You have quarrelled with Sir Bernard, I eyes cast down despondently. "Forget that 119-17 presume?" I hazarded. "Quarrelled!" she echoad. "We were never

presence of mind in the evasion of a leading unestion. "He was an acquaintance of yours?" "An acquaintance—yes. But I have always distrusted him."

Truly she possessed all a clever woman's

for many years." "She judges him from that standpoint alone. Any of her husband's friends were hers, and she was fully cognisant of Sir Bernard's uncessing attention to the sufferer."

"If that is so it is rather a pity that he was

recently so neglectful," I said. know, Ralph-I know the reason of it all," can't explain to you, because it is not just that I should expose my sister's secret. But I know the truth which, when revealed, will make it clear to the world that her apparent neglect was not culpable. She had a motive."

"A motive in going to town of an evening and enjoying herself!" I exclaimed, "Of course, the motive was to obtain relaxation. When a man is more than twice the age of his wife, the latter is apt to chafe beneath the golden fetter. It's the same everywhere-in Mayfeir as in Mile End; in Suburbia as in a rural village. Difference of age is difference of temperament; and difference of tempera She was dressed, as at the inquest, in deep | ment opens a breach which only a lover can fill." She was silent—her eyes cast down. She saw that the attempt to vindicate her sister had, as before, utterly and ignominiously failed.

"Yes, Ralph, you are right," she admitted at last. "Judged from a philosophic standpoint of mere weakness is as easily fixed upon one I returned her greeting, rather coldly I am | object as another; and consequently is at all had only a moment before been vacated by my | women to be admired and so soothing to be loved that the grand trial of constancy to a When she seated herself and faced me I saw | young woman married to an elderly man is not how changed she was, even though she did not to add one more conquest to her triumphs, but lift her veil. Her dark eyes seemed haggard to earn the respect and esteem of the man who and sunken, her checks, usually pink with the is ber husband. And it is difficult. Of that I

am convinced There was for the first time a true ring of enruestness in her voice, and I saw by her manner that her heart was overburdened by the sorrow that had fallen upon her errant sister. He character was a complex one which I had failed always to analyse, and it seemed just then "I must apologise," I responded quickly, as though her endeavour was to free her sister is I myself have been very upset over the sad | She had made the effort once before prior to

"Women are often very foolish," she went on half-apologetically. "Having chosen their lover We ought to be satisfied with him as he is, rather

"Yes." I said, smiling at her philosophy oppointment in after life. It has always struck me that the extravagant investiture of fancy "I have no intention to give my reasons," she does not belong as is commonly supposed, to the meek, true and abiding attachment which it is to feel. I strongly suspect it is vanity, and not affection which leads a woman to believe her lover perfect; because it enhances her

triumph to be the choice of such a man." "Ah! I'm glad that we agree, Ralph." she said with a sigh and an air of deep seriousness. "The part of the true-hearted woman is to be satisfied with her lover such as he is, old or young, and to consider him, with all his faults, as sufficiently perfect for her. No after development of character can then shake her faith, no ridicule or exposure can weaken her tenderness for a single moment; while on the other hand, she who has blindly believed her lover to be without a fault, must ever be in "Vagne hints are always irritating." I re- danger of awaking to the conviction that her love exists no longer."

"As in your own case," I added, in an endeavour to obtain from her the reason of this

curious discourse. "My own case!" she echoed. "No, Ralph. I have never believed you to be a perfect Could a woman with such a Madonna-like ideal. I have loved you because I knew that

And faltering, she stopped abruptly, without concluding her sentence.

"Uptil what?"-I saked, Tears sprang to her eyes. One drop rolled down ber white cheek until it reached her veil. and stood there sparkling beneath the light. "You know well," she said hoarsely. "Until the tragedy. From that moment, Ralph, you changed. You are not the same to me as formerly. I feel—I feel," she confessed, covering "Because I have no right to utter a libel her face with her hands and sobbing bitterly,

"I feel that I have lost you." "Lost m-! I don't understand," I said, feiguing not to comprehend her. "I feel as though you no longer held me in esteem," she faltered through her tears. "Somethingstells me, Ralph, that—that your love for

me has vanished, never to return! With a sudden movement she raised her veil, and I saw how white and anxious was her fair countenance. I could not bring myself to believe that such a perfect face could concest a Our eyes met again; and I saw in hers a look | herriablekened by the crime of murder. But, alss, all we men are weak where a pretty woman is concerned. After all it is feminine wiles and feminine graces that rule the world. Man sympathy by a woman's tears, and as easily misled by the touch of a soft hand or a passionate caress upon the lips. Diplomacy is inborn in woman and although every woman is not an adventuress, yet one and all are clever actresses

when the game of love is being played. The thought of that letter I had read and destroyed again recurred to me. Yes, she had "Incredible it may seem, but one day ere long | concealed her secret—the secret of her attempt you will be convinced that what I say to night | to marry Courtenay for his money. And yet if, as seemed so apparent, she had nursed her hatred, was it not but natural that she should assume a hostile attitude towards her sister the woman who had eclipsed her in the old example as a great man in his profession you | man's affectious? Nevertheless, on the contrary are so studiously following, is not your friend." she was always apologetic where Mary was concerned, and had always sought to concest her shortcomings and domestic infelicity. It

"Why should my love for you become sud-"I don't know," she faltered. "I cannot tell [30

a feeling that we are drifting apart.' She spoke the truth. A woman in love is quick of perception, and no feigued affection on the man's part can ever blind her. Isaw that she read my heart like an open book,

myself to believe that I had misjudged her. "No, no, dearest," I said, rising with a hollow pretence of caressing her tears away. "You are nervous, and upset by the tragedy. Try and forget it all." "Forget!" she echoed in a hard voice, her

night! Ab, no, I can never forget it never!" (To be continued.)

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8. QUEEN'S ROAD CENTRAL. Right opposite Robinson Piano Co. Hongkong, 20th November, 1901.

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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

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	E. Promi ilai sout	HERICAL & CO DIRECT TOOL	·	' <u></u> -	الموجود المراجع المراجع الموجود الموجود المراجع المستقد المستقد المستقد المستقد المستقد المستقد المستقد المستقد		ستناصبه مرازات بشماريت بالرابع بتوسات التبر استراجيتها
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LONDO	N	ANTENOR		•		BUTTERFIELD & SWIRE	
1.05 E0	N. &C., VIA PORTS OF CALL	PARHAMATTA				P. & O. S. N. Co	
LONDO	N is a recommendation of the second second second	Daedanus	Brit. str			BUTTERFIELD & SWIRE	
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T.T.V_{\bullet \text{Re}}	POOL DIRECT	LYRENUS	Direction News.			BUTTERFIELD & SWIRE	
MEADER!	TITA RS & LONDON	HANCA,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Ֆուսաս			P. & O. S. N. Co	
MARSE	IT LES LONDON, & ANTWERPY, S'PORE, &C.	SANUKI BIARU	Jap. str			NIPPON YUSEN KAISHA	
1 3 5 A 17 STA	HITES AR VIA PORTS OF CALLADON	TONKIN	Fren. str		Schmitz		
MARKE	HILES LONDON & ANTWERP, V/S PORE, &C.	· MAKATA MARU	Jap. str. 🚬 .	. 			
OUNGA	LONDON & ANTWERP	B NAL ER	Brit_str	· -			
CARLANCE OF	N. VIA PORTS OF CALL	KONIG ALBERT	Ger. str	2 m.	C. Polack	Melchers & Co	To-morrow, at Noon.
ara ang a	& HAMBURG	Kontasberg	Ger. str	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 12th inst.
2.14.11.00	& HAMBURG	BAMBERG	Ger, str.	_	Kirchner	HAMBURG-AMERIKA LINIE	On 24th inst.
21 2) N 25 29 21 1 1 1 1 1 2 1 2	& HAMBURG		Gerrstr		Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
714 A 1615	& HAMBURG	SILVIA				Hamburg-Amerika Linie	On 22nd October.
		SAXONIA	' ' *		_	HAMBURG-AMERIKA LINIE	
HAVRE	E, &c., VIA SINGAPORE, &c.	NIPPON	Aus. str			SANDER, WIELER & Co	
TRILESI	ORK VIA PORTS & SUEZ CANAL	REATHRURN -	Brit, str.	2 m.		DODWELL & Co., LIMITED	
NEWL	ORK VIA SUEZ CANAL	CLEANDON	Brit. str.			McGregor Bros. & Gow	On 13th inst.
NEW Y	OIGH VIA BUBA WANAA	Acrox	Brit. str.	, , , , , , , , , , , , , , , , , , ,		SHEWAN, TOMES & Co.	On 20th inst.
NE WY	ORK YIA SUEZ CANAL	Intro (R)	Brit, str.	<u>:</u>		JARDINE, MATHESON & Co.	
NEWL	ORK VIA SUEZ CANAL	The name of	Brit. str.	-		CANADIAN PACIFIC R. Co.	
■ AYXCO.	UVER. VIA SHANGHAI, &c	Cunnago or Time	1			r i i i i i i i i i i i i i i i i i i i	On 24th inst., at Noon.
- UANCO	CVER, YIA SHANGHAL &c.	Harring OF GAPAS,	1				On 12th inst.
- * + TOI	RIA (B.C.) & TACOMA VIA JAPAN	Two Marier	Jap. str.	* /12,	S. I. G. Pangane		
· VICTOR	RIA (B.C.) & SEATTLE VIA PHANGHAL, &C	IYO MARU'					
VICTOR	RIA (B.C.) & SEATTLE VIA SHANGHAL &C	Trach	Brit. str.	. !			
VICTOR	RIA (B.C.) & SEATTLE VIA NAGASAKI, &C	Turns in the same	Brit. str.			PORTLAND & ASIATIC S.S. Co	
PORTL	AND, OREGON	INDEABAMHA	Brit. str.			GIBB, LIVINGSTON & Co	
AUSTR	ALIAN PORTS	Character	Duit stu			Butterfield & Swife	On 13th inst., at Noon.
AUSTR	ALIAN PORTS	CHANGSHA	Brit. str(
токон	AMA, V A SHANGHAI, MOJI & KOBE	The service Mark	Brit. str '	. 	P Marini	NIMAN VICAME VALUE	On Oth inst at Moon
- MOJI. K	OBE & YOKOHAMA	HIROSHIMA RIARU	000.80.			NIPPON YUSEN KAISHA	
KOBE &	УОКОНАМА	CHINGTU	· for the		W Daimhaid	BUTTERFIELD & SWIRE	
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$-$ KORF Φ	YOKOHAMA	TITIACHI DIARU,	Out on			NIPPON YUSEN KAISHA	
TATA PLACE	A MARK VI.ADIVOSTOCK	DAYOIA	Crer. str., .,	ii 174.		Hamburg-Amerika Linje	
PORT A	REPRESE & VLADIVOSTOCK	MANCHURIA	Rus. str		Prant.	MELCHERS & Co.	Unick desputen.
MILE BYTHE	T T T T T T T T T T T T T T T T T T T	KWEIYANOL	Brit, str '	- 2 44	· .	BUTTERFIELD & SWIRE	
CILANO	REAT OF CHINGIANG	TAIWAN	Brit. str !	-		BUTTERFIELD & SWIRE	
CITE A A CI	TIAT MAMAKAKIHIOGOX YOKUHAMAI	PRINT IN, LIU TROLD	THEE BUT	•—		Melchees & Co	
CHANG	HAT NAGASAKI KOBE & YOKOHAMA:	OCEAN EN	From Hil	 .		MESSAGERIES MARITIMES	
CHANG	HAT	Y ALETTA	Drite Str	.—	A. G. Cubitt, R.S.R.		On or about 18th inst.
TRABLETT	I NIA SWATOW & AMOI	DAIGI BLAKU	0 % D* 402	i m.			· ·
A 33 D T N 7	THE SWAPOW & AMOY	DIAIDZURU MAKU	Jap. str	1 m		OSAKA SHOSEN KA SHA	·
TOOLIT	OW, YIA SWATOW & AMOY	ANPING MARU	Jap. str	. l ai, ļ	I. Goto		On 10th inst.
			i Papil. Wile)		P. H. Rolfe	JAEDINE, MATHESON & Co	On 5th inst., at 4.30 P.M.
MARKET.		DIAMANTE	Brit. str	i		SHEWAN, TOMES & Co.	
THE A STEEL A		TOUETTA MARU	+3 tags NLF	2 m.	Tata	MITSUI BUSSAN KAISHA	On 13th inst, at 3 P.M.
መን / እሜሪ ላን ል ነ	v an singapore & Penantinini	DISAGNO	LUBI. SIF		***************************************	CARLOWITZ & Co	On 11th inst., at Noon.
CHICATAN ACT	TOTAL OF MOMBAY	WAZAGON	Dric, Str. ,,	2 m.	G. Philippy	P. & O. S. N. Co.	To-day, at 10 A.M.
OTACAL OTACAL	ORE, COLOMBO & BOMBAY	KAGOSHIMA MARU	Jap. str. ,	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
911/3/12				 ,			
	VIII OTOTOTO VI	ESSELS ON THE	RERTH				

SHIPPING.

ARRIVALS. Sept. 1, Hansand, British str.: 1,536, Wheeler, Java . 24th August, Sugar ... JARDINE. MATHESON & Co. Sept. 2. Ampritrite, British craiser, 11,000. Charles Windham, C.V.O. Port Edward

28th August. Sopt. 2. PETCHARDEL, German steamer, 1,372. Ziegenburn, Bangkek 24th August, Rice and Teakwood. BUTTERFIELD & SWIRE. Sont. 2, Shantung, German str., 1,00%, M. Engelhart, Saigon 28th August Rice .--

MELCHELS & Co. CEEARANCES. AT THE HARBOUR MASTER'S OFFICE.

2nd September. Arratoon Apear. British str., for Singapore. Charlerhouse, British str., for Maji. Chansung, British str., for Swatow Else, German str., for Iloilo. Hailoung, British str., for Amov. Hongbee, Briti h str., for Amoy. Knifony, British str., for Hoite. Kweigung, British str., for Canton. Lisa, Swedish str , for Suigon. Loongeaug, British str , for Manila. Lycen oon, German str., for Shanghai. Maidzuru Maru, Japanese str., for Swatow. Fronto, Norwegian str., for Hoihow. Zeiteun, British str., for Chnton. .

DEPARTURES. 1st September. SCHWALBE, German cunboat, for Home. 2nd September. ARRATOON. APCAR, British str., for Calcutta. CHUNBANG, British str., for Tientsin. DAGMAR, German str., for Hankow. DAIJIN MARU, Japanese str., for Tamsni. DERAMORE, Norwegian str., for Saigon. EASTERN, British str., for Shaughai. HAILOONG, British str., for Amoy. HONGBER, British str., for Amoy. KWEIYANG, British str., for Canton. LISA, Swedish str., for Suigou. LOONGSANG, British str., for Manila, LYEEMGON, German str., for Shanghai. PRONTO, Norw. str., for Hoihow. BAJABURI, German str., for Bangkoli.

VESSELS IN DOCK. 2nd September. ABERDEEN DOCKS .- Benlavig, Anna. NOWLOON DOCKS .- Solent, Rubi, H.M.S Wivern, Stant, Indrasamha, Prima: Cosmopolitan Dock .- Changsha.

VESSEL UN THE BERTH WITHE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED.

FOR MANILA. HF Company's Steamship

-TAIWAN, British str , for Canton.

"DIAMANTE," Captain R. Rodger, will be despatched as above on MONDAY, the 8th September, at 4 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light, A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 30th August, 1902.

CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED. TRANS-PACIFIC SERVICE

VICTORIA, TACOMA AND SEATTLE, Calling at NAGASAKI, KOBE AND YOKOHAMA FETHE Steamship

"HYSON" will be despatched from Hougkong on or about 2nd October, taking cargo for Japan, Victoria. Income and seattle and for all Pacific coast points.

For Freight, apply to BUTTERFIELD & SWIRE, Hongkong, 2nd September, 1902

AESSETS ON THE REKIH EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to Aurlaide, New Zealand,

TASMANIA, &c.)

THE Steamship

"GUTHRIE, Captain Dabelle, will be despatched as above TO MORROW, the 4th September, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which exaures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon

N.B.-Return Tickets issued by this Conpany to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa. For Freight or Passage, apply to

GIBB, LIVINGS ON & CO., Agents. Hougkong, 19th August, 1902. COMPAGNIE DES MESSAGERIES

MARITIMES. PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, NAGASAKI, KOBE

AND YOKOHAMA. FITHE Company's Steamship "OCEANIEN." Cuptain Remes, will be despatched for the above

For Freight or Passage, apply to G. DE CHAMPEAUX, Hongkong, 2nd September, 1902. THE RUSSIAN EAST ASIATIC

ports on or about SATURDAY, the 6th inst.

COMPANY, LIMITED. FOR PORT ARTHUR AND.

VLADIVOSTOCK. THE Russian Steamer

"MANCHURIA," Captain Prahl, will be ready to load here on SATURDAY, the 6th September, for the above ports, and will have quick despatch. For Freight or Passage, apply to MELCHERS & CO.,

Hongkong, 29th August, 1902. NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.) STEAM, FOR BOMBAY VIA SINGA-PORE AND PENANG.

Having connection with Company's Mail Steamers to Aden, Suez, Port Said, Messina, NAPLES, LEGHORN and GEN: 1, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIA-TIC, LEVANTINE and SOUTH AMERICAN

PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "BISAGNO" will be desputched as above on THURSDAY,

the 11th September, at Noon. At Bombay, the steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO.,

Hongkong 29th August, 1902. "BEN" LINE OF STEAMERS. FORGENOA, LONDON AND ANTWERP.

 $\mathbf{A}\boldsymbol{x}$ ents.

BHE Steamship . "BENALDER," Captain McIntosh, will be despatched as above on or about the 12th inst. For Freight, apply to

GIBB, LIVINGSTON & CO., Agents. Hongkong, 2nd September, 1902.

GERMAN LINE.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: ALSO

LONDON, NEW_YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTC N AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND FASSENGERS

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION STEAMERS. SAILING DATES

0	-KONIG-ALBERT			THURSDAY	4t	h September
-	PRINZESS IRENE			THURSDAY		h September.
n	PRINZ REGENT LU	HTPQLD	•	WEDNESDAY		st October.
	PREUSSEN	. ***	4.4.	WEDNESDAY	15t	h October.
	* HAMBURG			WEDNESDAY	. 296	h October.
ľ	SACHSEN	111		WEDNESDAY	126	h November.
u'		141		WEDNESDAY	26t	h November.
	* KIAUTSCHOU			WEDNESDAY	10t	h December.
	BAYERN			WEDNESDAY	24t	h December.
	KONIG ALBERT	• • • • • • • • • • • • • • • • • • • •	**) **4	WEDNESDAY	76	h Jan., 1903.
i	PRINZESS IRENE	*** . ***		WEDNESDAY	21st	t Jan., 1903.
9.	DARMSTADT	,	A	WEDNESDAY	· · ·, - : - 4tl	Feb., 1903.
	PREUSSEN			WEDNESDAY	18th	Feb., 1903.
	* HAMBURG		***	WEDNESDAY	4ti	1 Mar., 1903.
	* Steamers of the	Hamburg-Ar			•	

NTHURSDAY, the 4th day of September, 1902, at Noon, the Steamship "KONIG ALBERT," of the Nordbeutscher Linyd, Captain C. Polack, with MAILS, PAS-SENGERS, SPECIE and CARGO, will leave this Port as above, Calling AT, NAPLES and THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, WIA CANADA

Shipping Orders will be granted till Noon on Tuesday, the 2nd September. Cargo and Specie, will be received on Board until 5 P.M. on WEDNESDAY, the 3rd September, and Parcel will be received at the Agency's Office until Noon on WEDNESDAY, the 3rd September." Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stowardesses.

Linen can be washed on board. NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS. Hongkong, 21st August, 1902.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. TOW-BOAT COMPANY

PROPOSED SAILINGS FROM HONGKONG,

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

> VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

PACIFIC RAILWAY COMPANY.

GLENOGLE	Steamer.	Captain.	Cons. Sa ling Dates.
* PLEIADES W. H. Smith 3.753 October 4th			
VICTORIA J. Panton 3,502 October 18th			

Steamers marked * have no passenger accommodation.

FITHE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United State and Canada. For further information as to Freight or Passacc, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 2nd September, 1992.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATICY.

STRAMPRA.	HESTINATIONS.	AILING DATES	
KONIGSBERG	(HAVRE and HAMBURG	[A. 100 C. (Freight and
Capt. Mayer	(Calling at Singapore and Penang)	On 12th Sep.	Passengara.
BAMBERG	HAVRE and HAMBURG	0- 041 0	
Capt. Kirchner	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 24th Sept.	freight.
FREIBURG	HAVRE and HAMBURG	0- 84 0-4	
		on stn oot.	Proight.
SILVIA	(HAVRE and HAMBURG	(A. 00. 1 A.	
thank Deliverse)	On 22nd Oct.	rreight.
SAXONIA	HAVRE and HAMBURG		-
Capt. Jaeger	(Calling at Singapore and Yenang)	Cut our nov.	rieight.
For Fruther Dartani			

HAMBURG-AMERIKA LINIE. HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

A. S. MIHARA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION STEAMERS. DESTINATIONS. BAILING DATES. (MARSEILLES, LONDON and)

SANUKI MARU ANTWERP, VIA SINGAPORE, (SATURDAY, 6th Sept. W. Townsend..... PENANG, COLOMBO and PORT at DAYLIGHT. SAID VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, Ifo Maru MONDAY, 8th Sept. S. J. G. Parsons at 4 P.M. KOBE and YOKOHAMA HIROSHIMA MARU (TUESDAY, Oth Sept. MOJI, KOBE and YOKOHAMA T. Murai at Noon INABA MARU..... FRIDAY, 12th Sept KOBE and YOKOHAMA W. Bainbridge at DAYLIGHT. KAGOSHIMA MARU (SINGAPORE, COLOMBO, and) FRIDAY, 12th Sept. K. Kori BOMBAY MARSEILLES, LONDON and HAKATA MARU ANTWERP. VIA SINGAPORE SATURDAY, 20th Sept. PENANG, COLOMBO, and PORT st DAYLIGHT. F. L. Sommer SAID ICTORIA, B.C., and SEATTLE, Monday, 22nd Sept. KINSHIU MARU U.S.A., VIA SHANGHAI, MOJI F. L. Pyne.... at 4 P.M. KOBE and YOKOHAMA Idzumi Maru THURSDAY, 25th Sept. KOBE F. W. Horton at Noon. HITACHI MARU..... FRIDAY, 26th Sept. KOBE and YOKOHAMA J. Campbell.....

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the-United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building First Floor, Chater Road.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY,

_	FOR	STEAMERS	TO SAIL ON	REMARKS.
		*MAZAGONG. Philipps	10 A.M. 3rd	Freight only
	MARSEILLES and LONDON		Noon 5th	Freight only.
!	YOKOHAMA, VIA) SHANGHAI		in the transfer of the contraction of the contracti	
	MOJI and KOBE (Passing through the Inland Sea)	GLENSHIEL		Freight only.
:	LONDON, &c	PARRAMATTA) Noon, 13th)	See Special Advertisement
	SHANGHAI	VALETTA	About 13th	Freight or Passage.
	* Calling at Penal For further	ng and Colombo if suffici Particulars, apply to	ent inducement of	E. A. HEWETT,
•	Hongkong, 3rd Sept	ember, 1902.		Superintendent.

UANADIAN PACIFIC RAILWAY CO.'S - ROYAL MAIL STEAMSHIP LINE.

AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA. B.C.

SPEED. SAFETY. PUNCTUALITY: "Empress" Twin Screw Steamships-6,000 Tens-10,000 Horse-Power-Speed 19 knots.

EAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION). R.M.S. * "TARTAR" Comdr. E. Beetham, B.N.R. WEDNESDAY, 10th Sept. R.M.S. "EMPRESS OF JAPAN" ... Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept. R.M.S. "EMPRESS OF INDIA" ... Comdr. O. P. Marshall, B.N.R. WEDNESDAY, 19th Nov.

TIVHE magnificent TWIN-SCREW STEAMSHIPS of this Line past through the famous INLAND SEA of JAPAN, and usually make the voyage YOROHAMA to VAN. COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9; and 12 months, SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval. Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS. (second to none in the World), the LUXURIANCE OF ITS THANS CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings. taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Salcon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days, For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

tent Great

D. N. BROWN, General Agent,

SAILINGS FROM HONGHONG rid SHANGHAI, INLAND PORTLAND, OREGON SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CONNECTION WITH THE STEAMSHIP CAPTAIN "INDBASAMHA" September 1 1902 Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and

United States Points. For through rates of Freight and further information communicate with or apply to ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th August, 1902.

STEAM SHIP COMPANY, LD. CHINA MUTUAL STEAM NAVIGATION THE Company's Steamship COMPANY. LD.

	OUTWARDS.	$rac{1}{2}$
FROM	"NESTOR"	DOB
GLASGOW and LIVERPOOL	"NESTOR"	On 13th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September.
GLASGOW and LIVERPOOL	"KAISOW"	On 18th September.
CT ACCOM BUT TIVED DOOF.	"ACHILLES"	
GLASGOW and LIVERPOOL	" MENELAUS"	
GLASGOW and LIVERPOOL	" HYSON "	On 2nd October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th October
GLASGOW and LIVERPOOL	ACT ALM EDITION	
	HOMEWARDS.	
	CTEAMERS	TO SAIL
OB	STEAMERS "ANTENOR"	On "3rd September." "
LONDONLONDON	"DARDANUS"	On 16th September
LONDON	"DIOMED"	0 000 0 1
LONDON	"JASON"	On 14th October.
IONDUN	O ZERIO ZI	
LIVERPOOL	"PYRRHUS"	On 20th September.
- ''Cabine ('area st Landon Kales)		
The RR "ANTENOR" left Sh	anghai on the 30th ult., for this.	via k'oochow, and is due
THE MANY THE PROPERTY OF THE PARTY OF THE PA		• .

here on the 3rd inst., a.m. The S.S. "LAERTES," left Singapore on the 31st ult., and is due here on the 6th just. For Freight, apply to

BUTTERFIELD & SWIRE.

CHINA NAVIGATION LIMITED.

SHANGHAI and CHINKIANG	"TALWAN" "CHINGTU"	CATE AND DATE AND ALLES
THURSDAY ISLAND, COOKTOWN.) CAIRNS, TOWNSVILLE, BRIS- BANE, BYDNEY and MEL- BOURNE.		

· The attention of Passengers is directed to the superior accommodation offered by these -Meanners, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. + Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to-

BUTTERFIELD & SWIRE,

longkong, 2nd September, 1902.

Hongkong, 2nd September, 1902.

AGENTS.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. LEAVING STEAMERS. FOR | SUNDAY,7th_ TAMSUL VIA SWATOW "DAIGI-MARU" September. T. KITANO AND AMOY WEDNESDAY, 3rd "MAIDZURU MARU ANPING, VIA SWATOW September. AND AMOY T. SAITO WEDNESDAY, 10th "ANPING MARU" FOOCHOW, VIA SWATOW 5 September. I. Goto YOMA dak The Co.'s new Steamers are specially designed for the coast trade of South China and Firmoss, and are fitted with all modern improvements. Excellent accommodation is provided

vior first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Euryeyers, and are registered the highest class at Lloyd's. Steamers will go alongride the Co.'s Pontoon at the Customs water-front premises at

mani to land all massangers and cargo. By the Co.'s stempers for Shanghai, through Bills of Lading are issued for Cargo to Yangisze (Taking Cargo at through rates to the Brazilis, to be left in the Godowns, where they will be River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's to East and South Africa, Red Sua, Black steamers from Bhonghai. For Freight, Passage, and further information, apply to Company's local Branch Office at | TYHE Company's Steamship

No. 2, Des Vonx Ita d Central,

T. ARIMA.

Hongkong, 1st September, 1902. CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL

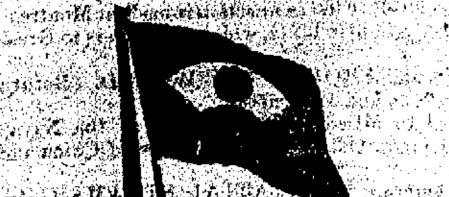
AVERAGE LENGTH OF VOTAGE TO SYDNEY 20 DAYS.

ALTONOMY Saloen Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigued.

NEXT SAILINGS. "CHANGSHA" leaves on 13th September. "CHINGTU" ... TAJYUAN" ... 21th October. TSINAN" ... 15th November Superior accommodation amidships. Electric "TSINAN" Light throughout i Fitted with Hefrigerators which ensure a fresh supply of Ice and Provirions during Ahrentiro voy go. Duly qualified

Entopent Sargionic ourried. BUTTERFIELD & SWIRE CHINA NATIGACION Co., LD.

Hongkook 27th Nugast 19 2



TOYO KISEN KAISHA. (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANUA. TITHE Company's well-known Steamship

CROSFTTA MARU! 3.876) Tone Captain Tate, will be described for MANILA on S. TURDAY, the 13th ibst, at 3 P.M. Magnificent Accommodation, Comfortable Cabins Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stowardess carried. | .

For Freight or Passage, upply to THE MITSULBUSS ON KAISHA, Prince's Buildings, Toe House Street. Horgkeng, 2nd September, 1902.

GLEN" LINE OF STEAMSHIPS. FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"GLENROY." Captain Selby, will be despatched as above on BATURDAY, the 13th September, 1902. For Freight, apply to McGREGOR BROS & GOW.

Hongkong, 4th August, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. NOTICE.

STEAM FOR SINGAPORE, BATAVIA SAIGON. COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

N. MONDAY, the 8th September, 1902, at 1 P.M., the Company's Steamship "TONKIN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY. This Steamer connects at COLOMBO with the s.s. Vitte de la Ciotat, which vessel takes on her Passengers and Mails, leaving that port on the 20th September, direct to Suez, Port Said

and Marseilles. Cargo and Specie will be registered for Londone us well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 7th September, (Parcels are not to be sent onboard; they must be left at the Agency's Office.) Contents and Value of Packages are required. For turther particulars, apply at the Compally's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th August, 1902. REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PRILIPPINE PROPOSED SAILINGS FROM HONGKONG. 1902

HEATHBURN" About 11th Sept. 20th Sept. "AFRIDI" HILLGLEN 27th Sept. RICHMOND CASTLE", 11th Oct. To follow. "LOTHIAN" "LOWTHER CASTLE" To follow.

For Freight and further information, apply to DODWELL & CO. LD., Agents. Hongkong, 3rd September, 1902. UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR SERVICE FROM JAPAN, CHINA. HONGKONG AND SINGAPORE. TO NEW YORK WIA SUEZ CANAL. (with Liberty to call at PHILIPPINE PORTS). THIR following Steamers will be despatched

as above, carrying Cargo at corrent PROPOSED SAILINGS FROM HONGEONG.

S.S. INDRANI"....30th Sept. 1902.

B.S. INDRAWACI"...Oct. 1902.

For Freight and further information, apply to JARDINE. MATH SON & CO., Sold by A. S. WATSON & CO., LIMITED, Agents, "Indra" Line, Ld. 12807

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"YUENSANG," Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 5th September, at 4.30 P.M. This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 30th August, 1902.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship.

"PRINZ REGENT LUITPOLD." OF THE NORDDEUTSCHEE LLOYD, Captain Oesselmann, due here with outward German Mail-about FRIDAY, the 5th inst., A.M., will leave for the above places about 24 hours after arrival. NORDDEUTSCHER LLOYD

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 1st September, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS. THE Steamship

"PARRAMATTA," Captain F. J. Fox. carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 13th September, at Noon; taking passengers and cargo for the

above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's

Bills of Lading. For further particulars, apply to E. A. HEWETT, Superintendent.



AUSTRIAN LLOYD'S STEAM NAV GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT) Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN,

SUEZ and PORT SAID. SEA, LEVANT, VENICE and ADRIATIC PORTS.)

Captain Klausberger, will be despatched as above on WEDNESDAY, the 17th September. For information as to Passage and Freight,

SANDER, WIELER & CO., Prince's Buildings.

Hongkong, 26th August, 1902.

SHEWAN TOMES & CO.'S NEW YORK LINE. FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

will be despatched for the above port on SATURDAY, the 20th September. For Freight, apply to-SHEWAN, TOMES & CO.,

Hongkong, 23rd August, 1902.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENT. in CHINA and JAPAN for the above Linare prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Inpo-CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED. General Agents for China and Jayau. Hongkong, 44h Angust, 1897.



This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Johert, Veripean, and others, combines all the desiderate to be sought in a medicine of the kind, and surpasses everything hitherto.

short time, often a few days only, removes all discharges in mi short time, often a few days only, removes all discharges in mitthe urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well tried remedies have been powerless.

THERAPION NO. 2 for interest the blood, scorey, pimples, spots, blotches, pains and swellings of the foints, secondary symptoms, gout, rheumatism, and all

the blood, scurry, pumples, spots, blotches, pains and swellings of the foints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and rain of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matterfrom the body.

THERAPION NO. 3 for her boundaries imported witalile, alcorderment and all the

lungstion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERE PION is sold by all the principal Chemists and Merchants throughout the world. Price in England 2/9 & 4/6.

Hongkong, China, and Manila.

NOTICES TO CONSIGNEES NOTICE TO CONSIGNEES.

TITHE P. & O. S. N. Co.'s Steamer

"BENGAL," FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex s.s. China. -From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless

instructions are given to the contrary before 2 P.M. To-DAY, the 29th inst. Goods not cleared by the 4th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT.

Superintendent. Hongkong, 29th August, 1902

NOTICE TO CONSIGNEES. "GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

THE Steamship "GLENGARRY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon the Goods are landed.

Goods not cleared by the 4th prox. will be subject to reut. No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co, within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW. Hongkong, 29th August, 1902.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND ANTWERP. FAHE Steamship

"PEMBROKESHIRE," Captain J. Dwyer, having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company

Limited, at Kewloon and stored at Consignees' risk and expense. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 8th inst., will be subject All broken, chafed, and damaged Goods are

examined on the 8th inst., at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO.,

Agents. Hongkong, 1st September, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN." FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as

the Goods are landed. This vesse! brings on Cargo :-From Persian Gulf, ex e.ss. Kilma, Jana

Goods not cleared by the 7th inst., at 4 P.Mi. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company who will survey-Goods at. 11 A.M., on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT, Superintendent. Congkong, lat Sectember 1902.

POWDER' POWDER.

IS HARMLESS TO ANIMAL LIFE. KILLS

FLEAS, MOTHS,

BEETLÉS, MOSQUITOES,

FLEAS.__ MOTHS, MOSQUITOES,

The genuine powder hears the autograph of THO MAS & EATING. Sold in Tine and Bettles only. KEATING'S WORM TABLETS. KEATING'S WORM TABLETS.

KEATING'S WORM TABLETS. A PURELY VEGETABLE SWEETMEAT. both in oppearance and taste, furnishing a most agreeable meth d of administering the only certain remedy for INTESTINAL or THREAD WORMs. It is perfectly and mild pre-paration, and is especially adapted for Children, Sold in Bottles, by all Druggists. PROPRIETOR, THOMAS KEATING, LONDON.

NOW READY.

DOUND VOLUMES of the HONGKONG 1902. With INDEX. Price \$7.50. On sale at the Hongkong Daily Press Office. Hongkong, 25th July, 1902.

HONGKONG.

Amba, British str., 1,908, Barnes, Aug. 31 Jebsen & Co Anna, Austrian str., 1,317, Steeperich, Aug 27. M. B. Kaisha Benlarig, British str., 1,452, Kroble, Aug. 20, Fame, torpedo-boat destroyer, 360 tons, 6 guns, Gibb. Livingston & Co. 5,700 h.p., Capt. Colin Mackensio, D.S.O., Gibb. Livingston & Co

Buen Visje, American str., 275, Ross, July 8, Changsha, British str., 1,463, Moore, Aug. 16 Butterfield & Swire Chelydra, British str., 1,574, Cox, Aug. 31, Jardine, Matheson & Co.

Decima, German str., 794, Schlaikier, Sept. Sander, Wieler & Co. Diamante. British str., 1,254, Redger, Aug. 30, Shewan, Tomes & Co Elsa, German str., 1,702, Schonwandt, Aug. 19, Jebsen & Co

Else, German steamer, 1,703, Ricke, Aug. 27. Jebson & Co Guthrie, British str., 2,500, Dabelle, Sept. 1. Gibb. Livingston & Co Haliotis, Dutch steamer, 1,070, Rijn, Aug. 27.

Arnhold, Karberg & Co Hangsang, British str., 1,356, Wilde, Aug. 26, Jardine, Matheson & Co All damaged packages must be left in the Hinsang, British str., 1,536, Wheeler, Sept. 1 Jardine, Matheson & Co

Hoihao, French str., 509, Merless, Aug. 31, A. R. Marty Indrasamba, Brit. str., 3,366, Craven, Aug. 26, Allan Cameron Iyo Maru, Jap. str., 3,919, Parsons, Aug. 31. Nippon Yusen Kaisha

Jacob Diederichsen, Ger. str., 623, Schlaikier, Aug. 31, Jebsen & Co Jason, British steamer, 2,281, Lycett, Sept. 1, Butterfield & Swire Kaifong, British str., 1,041, Pennelather, Aug.

26, Butterfield & Swire Kohsichang, Ger. str., 1,291, Spiesen, Aug. 29. Butterfield & Swire Kweivang, British str., 1,062, Hooker, Aug. 31 Butterfield & Swire Maidzuru Maru, Japanese str., 667, Saito.

Aug. 30, Mitsui Bussan Kaisha P. & O. S. N. Co Admiralty Mongkut, German str., 859, Gotsche, Aug 30,

Melchers & Co Nankin, British str., 2,557, Benton, Sept. 1. P. & O B N. Co Pembrokeshire, British str., 2 200, Dwyer, Sept. 1. Shewan Tomes & Co Peru, Amr. str., 3,528, Robinson, Aug. 29.

P. M. S. S. Co. Petchaburi, German str., 1,372, Ziegenburn, Tamar, receiving ship, 4,600 tous, o guns, Jom-Sept. 2. Butterfield & Swire Sander, Wieler & Co-

30, Butterfield & Swire Prima, Norwegian str., 761, Meyer, Aug. 29, Vestal, sloop, 989 tons, 10 guns, 1,400 h.p., Sander, Weler & Co Proteus, Norwegian str., 920, Muller, Aug. 26, East Asiatic Trading Co Rubi, British steamer, 1,611, Almond, Aug. 19,

Shewan, Tomes & Co. Sandakan, German str., 1,374, Ylesmann, Ang ----31. Melchers & Co-Savois, Ger str., 1,600, Rebbelmund, Aug. 29, Hamburg-Amerika Linie Shantung, Ger. str., 1,000, Engelhart, Sept. 2,

Meichers & Co Siam, British steamer, 992, Binns, Aug. 25, McBain & Co Sishan, British steamer, 845, Jones, Sept. 1. Bradley & Co Skramstad, florw. str., 759, Hansen, Aug. 23,

Sander, Wieler & Co Tardina Mathason & Co Taiwan, British str., 1,109, Harder, Sept. 1. Alcout, Russian gunbout, 8 guns, 1,200 h.p., Butterfield & Swire Tartar, British str., 2,768, Bleetham, Aug. 31, Alouette, French cruiser, 399. Lieut. Aoum

Jardine. Matheson & Co. Yuensang, British str., 1.128, Rolfe, Aug. 2 ', Aspic French gunbout, 475 tons, V guns, 450 h.p., Jardine, Matheson & Co

SAILING VESSELS. Adolph Ob.ig, Amr. bys., 1.006, Amesbury, May 30, Standard Oil Co. Allas, American ship 1,352, McKay, July 14. Standard Oil Co Contest, British barque, 485, Roberts, Aug. 27, Sander, Wieler & Co

Grosvenor, British barque, 516, Boga, June 13, Kelat, British ship, 1,822, Hughes, July 23, Luzon, American barque, 1,339, Park, Aug. 20,

Manuel Llagano, Amr. ship, 1,468, Nicholls, July 31, Standard Oil Co. Vale of Doon, Sarawak barque, 669, Peterson, July 1, Sander, Wieler & Co. Willscott, Amr. barque, 1,805, Macloon, Aug. 8. Standard Oil Co

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alaerity, despatch-boat, 1.700 tous, 10 gans, 3,000 h.p., Comdr. S. E. Erskine, at Weihaiwei Albion, battleship, 12,950 tons, 16 gans, Capt. Thomas H. M. Jerram, at Weihaiwei Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Straits Amphitrite, 1st class craiser, 11,000 tons, 18,000

hp., Capt. Charles Windham, C.V.O., at

Hongkong Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, at Hongkong Argonaut, 1st class cruiser. 11,000 tons, 16 guns; Capt. G. H. Cherry, R.N., Japan Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Hongkong.

Bramble, gunbont, 710 tons, 6 guns, 1,300 h.p., Lieut.-Condr. F. M. Leake, at Sinho Britomart, gunboat, 710 tous, 6 guns, 1,300 h.p., Lieut.-Com lr. Thos. D. Pratt, at Weibniwei

Crossy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, at Weihaiwei. Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Weihaiwei Espicyle, gunbout, 1,070 tons, 10 guns. Comdr.

Ernest G. Barton, en route Hongkong at Weiharwei Fearless, cruiser, 443 tons, 12 guns, Capt. J. I.

Graham, on Yangtsze Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Glory, battleship, 12,950 tons, 16 guns, 13,500

h.p., Captain A. W. Carter, at Weihaiwei Goliath, battleship, 12,950 tons, 16 gave, 18,500 h.p., Captain F. H. Henderson, C.M.G., Handy, torpedo-boat destroyer, 260 tons, 6 gans,

Hart, torpedo boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Weihaiwei Humber, storeship, 1,640 tons, Comdr. John D.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve Kinsha, river gunboat, 331 tons, Lieut. Comdr. G. B. Powell, on Yangtsze Moorhen, river gunboat. 180 tons, 2 guns, Lieut Condr, G. G. Webster, at Hongkong

Daintree, at Weihaiwei

Mutine, sloop, 980 tons, 10 gans, Comdr. C. W. M. Plenderleath, Behring Sea Ocean, battleship, 12.950 tons, 16 guns, 13,500 i.h.p., Capt. Richard W. White, Japan Otter, terpede-boat destroyer, 350 tons, in

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Weihaiwei Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, on Yangteze

Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth, Japan Ringido, sloop, 989 tons, 6 guns, Comdr. D. St. Aubyn Wake, at Hongkong Robin, river guuboat. 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John P. Irven. at

Mazagon, British str., 3,279, Philipps, Aug. 31, Rosario, sloop, 930 tons, 6 guns, 1,400 h.p.,
P. & O. S. N. Co
Coudr. A. W. Hamilton, Bahring Sea Mercedes, British str., 2,965, Cart r. Aug. 21, Sandpiper, river gamboat, 85 tons, 2 gams, 240 h.p., Lieut. Comdr. Murray MacG. Lockhart, West River. Snipe, river gan-boat, 85 tons, 2 gans, 240 h.p.,

Lieut.-Comdr. Ernest W. G. Davidson, on Taku, torpede-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve Talbot, cruiser, 5,6 90 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, at Weihaiwei

godore Romisson, A. D.C., at Hongkong Petrarch, German str., 1,252, Valten, Aug. 26, Teal, river gunboat, 189 tons, 2 guns, Lieut. Comdr. R W. Dalgety, on Yangtsze Phra C. Klao, German str., 1,012, Bruhn, Aug. | Tweed, gunbest, 302 tons, 3 guns, 200 h.p., on Yangtsze

Condr. Stuart St. J. Ferguhar, Straits

Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. E. C. Hardy, at Weibaiwei Whiting, torpedo-boat destroyer, 360 tons, 6 guns. 5,900 h.p., Lieut. Comdr. C. P. Mausel, at Weihaiwei Wivern, coast defence ship, armoured, 2,750 tens. 1,000 h.p., in reserve, at Hongkong

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Ronald E. Chilcott, on Woodcock, gunboat, 150 tons, 2 guns, 550 hp., Lieut. Comdr. Hugh G. ... Somerville, on

FOREIGN MEN-OF-WAR ON THE - CHLIA AND JAPAN STATION. Suisang, British str., 1,776, Tadd, Aug. 30, Admiral Nakhimoff, Russian craiser, 9,000 tons, Capt. Vsivolojsky, at Yokohama

Yedo Mara, Jap. str., 1,069, Samura, Aug. 24, Amiral Charner. French gunboat. 450 tons. Capt. Bachma, at Saigon. Yiksang, British str., 1,835, Bowker, Aug. 14; Annapolis, .2merican gundent, /1,000 tons, 10 guns, 177 h p.: Comde. Warl Rohrer, at

Capt. Guinter, at Vludivostock

Comdr. Journat, at Saigon Buffalo, American cruiser, Capt. Ross, en route Bengali, French gunbo 580 lons, Lieut, Fitle.

at Pakhoi

Bobr, Russian gunboat, 950 tons, 2 guns, 1,150 h.p., Capt. Dobrovolsky, at Hakodata Brooklyn, American (flagship) armoured cruiser. Captain C. C. Todd, at Manila Bugeaud, French cruiser, 4,009 tons, 19 guus, 9,000 h.p., Capt. Lefevre, at

Bussard, German cruiser, 1,600 tons, 8 gans, Comdr. von Bassewitz, at Shanghai Chasseloup Laubat, French cruiser, 3,800 tons, Capt. De Espinay St. Luc, at Saigon Comete. French gunboat, Capt. Louel, in Gulf of Tonkin

Decidee, French gunboat, 690 tons, 6 guns, Cant. Leemee, at Chefco D'Entrecasteaux, French flagship, 8,100 tons, 14 gans, 13,500 h.p., Capt, D. du Fournet, Descartes, French cruiser, 4,000 tons, 13 guns.

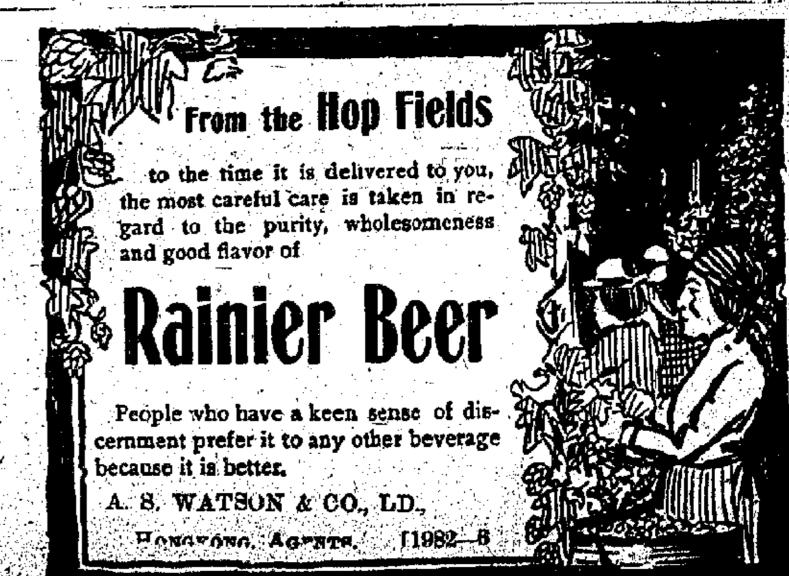
9,000 h.p., Capt. de Saune, at Saigon Dimitri Donskoy, Russian armoured erusier, 6.00) tons, 34 guis, 7,000 h.p., Comdr M. van der Sekrouff, at Singapore Diu. Portuguese gunbout, 729, tons, Capt. P. d'Azevedo, at Shanghai

Don Juan de Austria, American gunbeat, Co

Bowman, at Manila Eclaireur, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku

NTOT RESPONSIBLE FOR DEBTS Neither the Carrain, the Acents, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour .--

ADOLPH OBEIG. Amr. barque, S. Amesbury. -Standard Oil Co. ALLAS. American ship, McKay. Standard MANUEL LLAGUNO, American ship, Nicholla-Standard Oil Co.



8		HONGKONG DAILY PRESS. WEDNESDAY, SEPTEMBER 3			
POST OF				AT HOTELS.	
Ta : Oceanies, with the Preson shall of	can Mail of the 5th ult., left Singapore on Sund ore on or about Friday, the 5th last. the 3th ult., left Singapore on Sunday, the 3lat a	ilt. Dangkong & S'hai \$1	25 5593, bayers L'do., £02, exc	Mr. J. M. Bettie	Miss Kelly Mr. F. Kiens Mr. M. Kiche Mr. W. G. Kost
to letters desputched from Hongkong on the 5	out sunday, the 7th inst. This pieces beings rep th July. WILL CLOSE	A. Stares B. Shares Foun. Shares	£1 \$27, mellers	Mr. J. T. Bell Mr. J. V. Bennett Mrs. H. Bennacche Mr. J. Black	Mr. J. E. Lee Mr. M. Leibert Mr. Geo. McBain Mr. R. J. Macgow
Canou	Honom Wednesday, 3rd, 7.0 A	M. Chima-borneo Co., i.d.	#1 Sitt, source #1, buyers #10 .30, buyers #15 #20, soliers	Mr. & Mrs. B. Boggan Mr. E A. Bonner Mr. F. F. Bovet	Miss M. J. McKe Mr. W. T. Marlov Mr. and Mrs. Mil
Pakaci Swatow, Amoy and Auping Singapore and Bombay Macco	Maidzuru Maru Wednesday, 3rd, 9.00 A Wednesday, 3rd, 9.03 A	M. Power Co., L.L f M. China Prov. L. & M.	\$10 \$10, sollers	Dr. Bower Major Buttanshaw Dr. F. Ciarke Mr. G. E. Colo	Mr. F. J. Mitchel Mr. C. J. North, I Mr. and Mrs. E. C phy
Singapore Pakhoi Kumenuk and Samshui	Anten r Wednesday, 3rd, 3.00 p Peluse Wednesday, 3rd, 4.00 p	M. Cigar Companies	\$100 \$074, centers \$500 \$500, nominal	Mr. G. Golomb Mr. J. S. Colson Col. Geo. Cornish	Mrs. Osborne Dr. W. W. Pearse Mr. A. J. Pitcher
Saigon	Prima Wednesday, 3rd, 5,00 P Fatshan Wednesday, 3rd, 5,00 P	M. otton alins—	100 Tis. 40, sollers	Mr. J. Cronin Mr. E. Dalziel Mr. F. H. Derbyshire Mr. T. C. Downing	Mr. J. Rankin Miss Reeve Mr. H. F. Richard Mr. G. Robinson
Sydnog and Motoburns	. I be a contract to the contract of the contr	Soyence	IOO Tis, 40 softers	Mr. F. W. Edwards Mr. H. M. Eills Mr. Fr. Esrom	Mr. K. A. Schand Mr. C. Schouw Mr. E. Simmond
Purope, &c., India via Tuticorin	Konin Albert Registration 10.00 A.	M. berwice & Co., dec M. Green tenns Comest	\$0 \$12, buyers \$25 \$47. \$10 \$-02, sellers	Mr. N. G. Evans Mr. T. E. Farroll Mr. H. G. Fisher	Mr. M. Siva Mr. C. Skott Mr. S. E. Smiley
Postage 10 cents)	(Registration, with It fee of i.) cents, up 10.45 A.M.) Letters	to mongaong a c. das	\$10 \$14), buyers \$10 \$14), senters \$0 \$01	Mr. K. Fukushima Mr. C. Glover Mr. H. E. Goldsmith Mr. John Grant	Mr. Snewin Mr. W. E. O. Stan air. and Mrs. 1 Stephens
Tsingtuu	Omba Friday, 5th, 9.00 A. Banca Friday, 5th, 11.00 A.	M. H. H. L. Tramways & M. H. Steam Water- beat to, Ld.	100 \$345, bayer.	Mr. & Mrs. W. W. Hart Mr. A. Hayter Mr. F. R. Higgins	Mr. M. Swaby Mr. O. Teakeisen Mr. L. J. Thomas
ioningnai and Catakiang	Taiwan Friday, 5th, 4.00 p. Savoia Friday, 5th, 4.00 p. Suisang Saturday, 6th, 5.00 p.	M. H. & A. What & G	\$50 \$131, sales \$20 \$210, buyers \$55, sellers	Mr. F. W. Hills Mr. A. Hollingsworth Mr. H. E. Howard Capt. Howie	Dr. J. C. Thomson Mr. W. B. Walker Mr. and Mrs. War Mr. G. A. Watkins
Kove and Yokohama	Chingtu Saturday, 6th, 3.00 P. Monday, 8th, Printed matter and sat	H. H. W. IV.	\$50 \$140, sellers \$50 \$215, buyers \$55 \$170, raics & buy	Mr. and Mrs. N. Huke Dr. W. Hunter Mr. D. Jalle	Mr. W. J. G. Whill Mrs. A. M. Whitto Mr. A. J. Williams
EUROPE, &c., India via Tuticoriu	Ples10.00 A.; Registration10.00 A.; (Registration, with la	M. United Fire	\$20 \$83, buyers \$20 \$59, sales \$53 \$335, buyers	Mr. & Mrs. E. S. Joseph Mr. E. A. Katsch	Mr. J. A. Wilson Mrs. C. E. V mer
	10.45 A.M.) Letters11.00 A.1	Union	123 Ts. 1874, buyers 123 nominal 133 \$395, buyers 133 \$1274, seliers	Mr. Douglas Abbey Mr. John Barrett Sir Henry Barkely	Mr. H. U. Joffries Mr. J. Jessen
Basaghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle Tienten	} Iyo Maru Monday, 8th, 3.00 p.1	T. Hongrong Laters. \$1	100 \$172.	Mr. Andrew Beattie Mr. & Mrs. A. H. Hot- tonio m & children	Col. R. F. Joh C.M.G. R.A. Mrs. Johnson Major H. S. King,
SHANGHAI, NAGABAKI, KOBE, YOKOHAMA, HONOLULU, and SAN PRANCISCO	Tuesday, 9th, Printed matter and san	Nowwoon Land & B. West Point Banding Luzon Sugar	งชื่อ \$30, rales & buy ข้อ \$50, sellers เปป \$10, sellers	Major Bewley Miss R. Bottenheim Mr. Ralph A. Brabazon	Mr. C. Kock Mr. Charles Lee Mr. R. Martin
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage to cents)	Registration 10.00 A.s. (Registration, with latified of 10 cents, up t	f. Mining— Charbonnares Fas 9	50 \$550, \$5 \$13, anles & buy.	Mr. H. F. R. Brayne Mr. Phelit I. Buchanan Mrs. A. Chapman Mr. Edgar Cockell	Mr. A. B. McDerma Mr. F. E. Mcloy Mr. & Mrs. Miller Mr. Robert Mitche
Singapore, Sourabaya and Samarang	Letters,	L. Kaubs	10 \$4\$, sellers \$1 \$1, sellers 10 \$6, sellers	Mr. A. r'. Comris Mr. Arthur W. ragg Mr. J. W. Orouch	Major Osborne, R. A Mr. W. Otto Mr. Leonard D. Ph
VICTORIA and VANCOUVER, B.C	Bisagno Thursday, 10th, 11.00 A.	Covert, Ed. As 3	\$01 \$37, buy. & sales 50 \$45, seilers 10 \$85, seilers 50 \$05.	Major and Mrs. Denny, D.A.A.G.	Mr. A. H. Ronnio Hon. R. Murray H say, R.N. Mrs. Sawer
Eukope, &c., India via Tuticoria	Saturday, 13th, 10.00 A.M. (Satruday, 13th.	China and Manila	50 \$321, sellors	LieutCol. and Mrs. Ferrier Mr. A. Finke	Mr. A. Sinchir Mr. A. G. Stokes Mr. W. O. C. Sp
(Late Letters 11.10 to 11.39 A.M. Extra Postage 10 cents	Parramatta Registration, 10.00 A.M. (Registration, with late	Linguist Steams are	50 53. 115 537, sellers 110 5 30, sales	Mr. Audrew Forbes Mr. I. Grabam Gow Mr. G. C. Lindsay Grant	haver Mr. H. Struwe Mr. J. S. Thomson
time fixed for departure of the mail. Extra Postage 10 cents	10.45 A.M.) Letters11.00 A.M	Star Forry	£1 £2, sellers 0 ; \$20}, rellers 5 { \$102, sales	Major Hamilton Mr. Theodore Hardse Mr. G. O. Heron	Mr. & Mrs. H. S. V han and childr Mrs. W. Wilson &
SHANGHAI, NAGABAKI, KOBE, YOKOHAMA,) VICTORIA and VANCOUVER, B.C	Paristantian FO 00	- United Asbestos	55 nominal 54 \$65, sellera 10 \$155, buyers	LieutCol & Mrs. Horon and child CRAIGIEBUI	N Horel.
(Supplementary mail on board up to the time fixed for departure of the mail, a harra Postage in cents.)	(Registration, with lat	Watkins, Ld	120 \$20, sellers 10 \$7, buyers 10 \$144, so . & sales	Mrs. Beeton Mrs. A. Denison Mr. & Mrs. C. Georg Mr. J. J. B. Heemskerk	Mr. & Mrs. F. R. C. plice Major M. J. Wh
TU-DAY.	The T.K.K. steamer America Mara left Sat	VERNON	& SMYTH, Brokers	Mr. W. Helms	R.A.M.C. Mrs. M. J. Whitty Mr. & Mrs. L. Wrig
Sase, Household Furniture, Sales Rooms Messrs. hughes & Hough, 2.30 p.m. Sale, Stores, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.	Francisco for this port, via Honolulu, &c., or the 16th ult. The new P.M. steamer Korea left San Francisco.	CHINA COADI METI	EUROLOGICAL *	Sister Connaugh Mr. W. Boanas	Mr. and Mrs. Lang
CUMMERCIAL.	THE CANADIAN MAIL. The C.P.R. steamer Empress of Japan arrived			- Mr. G. Brutton-	Mr. C. M. O'Leary Mr. F. Lindsey Mr. E. de la F Mititante
CLOSING QUOTATIONS. 2nd September. Un London.—	at Yokohama at 8.3) a.m. on the 1st inst., and left again at 3 p m. s.me day for Kobe, where she was due to arrive at 2 p.m., on the 2nd inst.	Vladivostoк , 2 р. 30.07	Hunger Hunger	Mr. W. Humphreys Mr. R. D. King	Mr. F. J. Morse Mrs. K. W. Mounse Mr. J. H. Moore
Bink Bills, on demand	MERCHANT STRAMERS. The C.N. steamer Chingtu left I hursday Island on the 21st ult. direct for this port, and	Hakodate 30.08 Tokyo 30.08	E 1 B 4 R 4 -	Capt. & Mrs. Anderson	Horet. Lieut. Morgan Lieut. Palmer,
Uredita, at 4 months sight	is due here to-day. The O.S.S. steamer Antenor left Shanghai on the 30th ult. for this port via Foochow, and is	Nagasaki , 29,70	- E 4 - - 8 6 - - 8 6 -	Lieut, Good Capt. Hurly	I.H.C. Major Radelifi Lieut. Ricketts Mr. S. H. C. Ress
Bank Hills, on demand	The N.G.I. steamer Bisagno left Singapore for this port on the 28th ult., and may be	Naha	8 4 - 8 6 - - NW 2 -	Mr. E. R. John Mr. & Mrs. Keith and two children	Lieut. Simpson Capt. Stovens Mr. and Mrs. Ward
On domand 1.773 ON New York.— Hank Biths, on demand 423	The N.Y.K. steamer Hirochima Mara (Bombay Line) left Bombay via Colombo and Singapore for this port on the 17th ult., and is	Tainan 29.60 Tainan 29.60 Koshun 29.62 Pescadores 29.63	- NW 2 - W 6 - W 4 - N 6 -	Birs. Marshall	children Mr. Jas. D. Wilson Mr. and Mrs. Wheel Capt. Whitchead
Credits, 50 days' sight	expected here on the 5th inst. The P. & O. chartered steamer Glenshiel left Singapore for this port on the 30th ult., at	Sharp Feak , 29.57 Amoy2.30 p 29.62	73 95 NNE 11 orm 87 65 88E 2 c 89 68 8 2 c		Becister
ON UALCUTTA.— Telegraphic Transfer	The O.S.S. steamer Lacrtes left Singapore on the 31st ult., and is due here on the 6th instru-	Canton 29,69	88 56 W 2 b 84 57 N 1 0	Garometer 20.88 Femperature 84 Humality 57	29,77 29.72
OM SHANGHAI.— Bank, at sight	The N.P. steamer Glenoyle left Yokohama for this port on the 2nd inst. The Boston steamer Places arrived at Muroran on the 1st inst.	tiap Rock 29.65 diagno 29.69 tialphong -	NW 5 - NNW 4 - NNW 1 c	Percelon of wind N Percel Weather 0 Ram	N W 1 0 0
On domand	The Boston steamer Shawmut left Tacoma for Japan and Hongkong on the 23rd ult.	Инивто 8 р. — -	31 77 wsw 3 c sw 3 od sw 4 b	Lowest open air temperature of Lowest open air temperature of Hongkong Observatory,	m the 1st
On demand	OUTWARD.—15th July—Andalusia, Odessa. 29th—Khalif. 5th August—Bormida. 8th—	Cobu 2973 2	5.1 — 8 3 b	HONGKONG T	
On demand	Oceanien, Glenshiel. 12th—Flintshire, Sil. via, Hudson, Prinz Regent Luitpold. 15th— Inaba Maru, Nestor, Sambia. 19th—Sego.	Valdivostok 7 a 30.09 C Nemuro 6 a. 30.20 -		Bion Water.	LOW WATER.
Un SAIGON.— Un demand	Vac. 22114—Unoysang, Raisow, Machaon,	Tokyo 30.14 - 29.35 Nagasaki 29.79 -	NW 2	Ilongkong Heigh	Mean Time.
Ch demand	Tricele. 8th—Bombay. 15th—Shanghai, Gisela, Shimosa. 19th—Sachsen. 22nd— Annam. 26th—Kawachi Maru, Malacca.	Kagoshima	81 8 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -	Wed. 3 m. 937 5 0 101!a 3 6 Thur 4 m 102, 4 6 10.38 a 3 7	101 2 02 0 4 3 42 a0 1 101 5 25 0 1 3 11 a0 3
OPIUM. 2nd September.	Sarpedon. ARRIVALS AT HOME.—3rd June—Indus. 10th —Calchus, Glenlochy. 17th—Silesia (Aug.).	Tainoku 5 a. 29.66 - 20.65 - 20.65 - 20.65 -	0 - 0 0 - 0 - 0 - 0 - 0 - 0 -	Sat. 6 m 11 39 3 6 -11 21 n 4 J 8m. 7 -121 u 3 U	11 44 a 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Quotations are:— Allow'ce net. to 1 catty. Malwa New\$900 to \$910 per picul Malwa Old\$980 to \$990 Malwa Older\$1000 to \$1010	1st July — Segovia. 4th — Adria. 7th — Japan. 8th — Hitachi Maru, Maristow, Flandria. Glaucus 11th — Achilles. 15th — Saxonia.	Koshun 29.67 — 29.68 — 29.46 7. Sharp Peak 29.70 8:	v - v v v v v v v v -	Mor. 8 115a 2 5 Tues, 9 m 0 31 3 9	5 35 a U 5 m 6 4
P. F per-wrapped — to — Persian fine quality \$6(k) to — Persian extra fine — to —		Amoy 6.30 a 29.70 8. Swatow 9 a. 29.81 8	71 sw 1 c	FOR EUROPE an	d AMERICA.
Patna New\$900 to — per chest. Patna Old\$9172 to — Benares New\$890 to —	Sth-Moyune, Deucation, 12th - Bentomond, Stentor, Prinz Heinrich, Macduff, 15th- Formosa, 19th-Ernest Simons, Sada Maru	Victus Peak Gap Rosa 29.75 Macao 29.75	51 N 1 0 - N 5 - - N 3 -	INDIA, AUSTRA BAR fo PRIVATE RESIDENTS AT	alia, &c., or f the Outports.
VESSELS EXPECTED.	Strassburg. 22nd—Teenkai, Polyphemus. 26th—Gisela, Merionethshirs, 28th— Shanyhai.	Haipi: ug	78 ssw 1 c	A COMPERHENSIVE AND OF THE NEWS OF THE	COMPLETE RECOI E FAR EAST
THE GERMAN MAILS. The Imperial German mail steamor König	PASSENGERS	Bacolod	- 8 2 b 2 b 3 B	is given is given in HONGKONG WEEL with which is income The China Overland	KLY PRESS,
Degent Luttpood lett Singapore on the 3 let ult.	Per Loongsang, for Manila, Mrs. S. Wessel, Capt. and Mrs. W. W. Harts, Misses T. Santiago H. Romero K. Voshida C. Minn and	On the find at 12.2) p — The typhoon, probably passed E. of Gutzlaff hightho	moving Northwards,	Subscription, if paid in adv Postage to any-part of	ance, 312 per annu
at 7 a.m., and may be expected here on or about	Y. Hayashida, Messrs. F. E. Malloy, Wm. B.	Had weather between the F. coast of C. The barometer has fallen in W. Japa	hina and W. Jaman	FROM PORTSMITH 1	O PEKING VI

and S. Caina. Light variable winds in S. China, moderate

ARNHOLD, KARBERG & CO.

Sole Agents,

SONS

CANVAS,

NE winds in the N. part of the China Sea. Forecast: Moderate N. winds; fine.

TAVID CORSAR &

NAVY BOILED

TARPAULING:

11055 | 228

LONG FLAX

MERCHANT NAVY

RELIANCE CROWN

Hale, P. N. Welch and H. Koyama.

Hengkong, 17th October, 1890,

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GRANITE MERCHANT CONTRACTORS.

Dealers in

MONUMENTS.

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All descriptions of Granite for Export

ARBLE and GRANITE

the 5th inst.

Saigon.

THE INDIAN MAIL.

Singapore for this port on the 28th uit., p.m.

The steamer Lightning, from Calcutta, left

THE FRENCH MAIL.

on the 31st ult., at 8 a.m., for this port via

THE AMERICAN MAILS.

The O & O. steamer Coptic, from San Fran

cisco, left Yokohama for this port on the 28th

ult., a.m., via Inland Sea, &c.

The M.M. steamer Oceanien left Singapore

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